Det Bel Isle & Windsr Ferry Co 67


# THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. IX No. 40. CLEVELAND, O., OCTOBER 6, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS


## AROUND THE LAKES.

CLEVELAND.

Last week wages were advanced by the union to $3.00 per day.

The new steamboat Frank L. Vance goes to Buffalo for coal for Milwaukee on her maiden trip.

The Smith pneumatic elevator barge Cyclone will depart for Buffalo as soon as the weather will permit the barge to make the passage in safety. It is the understanding that the Cyclone will at once go into active business in order to demonstrate her qualifications.

At Cleveland drydock, since last report the steamer Wocoken was in dock to have butts calked and slight repairs; she is also getting a new iron rudder; the schooner George W. Adams to have butts calked and minor repairs; ice barge A. Walton to have leaks stopped; tug W. D. Cushing to have loose wheel tightened.

Mr. David Tovat, father of Napoleon Tovat, died last week, at the advanced age of 72 years 7 months. Mr. Tovat was a member of Stedman Post, G. A. R., and one of Cleveland's pioneers. He was buried with the honors of war, and the grand army was well represented.

Meteorological summary for the week ending October 5:

| | |
|---|---|
| Mean barometer | 29 87 |
| Mean temperature | 57·3 |
| Mean humidity | 81.1 |
| Total precipitation, inch | 1.13 |
| Prevailing direction of wind | West. |
| Total wind movement | 1636 |
| Av. cloudiness | 7 9 |
| Av. state of weather | Clo'dy |
| Max. temperature, highest | 63 2 |
| Min temperature, lowest | 51 3 |

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

During the gale Monday forenoon Captain Murphy's Canadian schooner M. C. Upper, which has been anchored for many weeks inside the breakwater, waiting to be made an American vessel, dragged rapidly and came near going on the beach where so many vessels have gone ashore. But, fortunately, she struck the east pier in a way that swung her inside, and before any damage was done a tug took her and towed her up in the river bed.

John Fitzpatrick and Captain Wm. S. Mack have bought the propeller Schoolcraft from Alger, Smith & Co., of Detroit, for $20,000 down and the balance of $50,000 in three years. All things considered the purchase is a good one, as the Schoolcraft is a strong boat, a horse to pull. She carries about 725,000 feet of lumber, or 1,100 gross tons of ore. If double-decked she would probably carry 1,200 tons of ore. The boat is in good shape, as she came out new in July, 1884, was thoroughly calked this year and received a new wheel but a month ago. The Schoolcraft was built by Craig, of Trenton, and the compound engine, cylinders 27 and 44 by 40, was made by S. F. Hodge & Co., of Detroit.

The feat of Captain Frank Brown, of the schooner C. L. Hutchinson, of Cleveland, in saving himself and crew of six men and a woman cook, has not, up to this time, been equalled in skill, seamanship or coolness in time of danger. Captain Brown's vessel had gone to anchor to avoid going ashore in the gale, last Monday, six miles off Windmill Point. The seas were breaking over her with tremendous force. The captain, knowing that his vessel was going to pieces, launched his yawl, the stern, lumber laden, having broken off amidships and the bow holding by the anchor. No one but a sailor man can tell how these high, quick lake waves, made turbulent by high winds, toss a small boat about, but, notwithstanding the raging waters, the crew and captain dropped one by one into the little boat. How to get ashore was the next question, and this was solved in a way that a landsman would never have thought of. It would not do to turn broadside to the waves, so the crew headed the yawl to the wind and let her drift stern foremost to Buffalo. "And we did not ship more than a barrel full of water all the way," said the captain.

CHICAGO.

*Special to the Marine Record*

A fire was discovered in the dunnage room on the upper deck of the Anchor line propeller Lehigh, about 4 a. m. Saturday morning. It was put out by the use of a hand grenade and the fire appliances on board, before much damage was done.

The schooner Snowdrop, with lumber from Manistique, arrived Tuesday morning, minus her fore topmast which was carried away during the gale Monday night. The schooner Apprentice Boy's deck load was in bad shape on her arrival here Tuesday morning.

At Miller Brothers Drydocks, the schooners E. R. Blake and Glad Tidings, were in dock for calking; the steambarge Annie Laura, to have stern bearings fixed; the schooners E. M. Stanton, Live Oak, Sunrise, Rockaway, Maine, and Schuylkill and steambarge Berrien, were in to have leaks stopped; the tug Unadilla, for a new wheel; the steambarge Geo. L. Colwell, for repairs to wheel; the tug Robert Tarrant, for repairs to her shoe; the barge Monitor to have aleak stopped; the schooners Kate Lyon, and E. A. Nicholson, received new booms.

At the Chicago Drydock Co's., the steambarge Argonaut, was in dock for repairs to her wheel; the steambarge Hattie B. Perene, for a new wheel and sleeve; the schooner Adirondac, for bottom calking and some new plank; the schooner Phœnix, for bottom calking; canal boat Isabella, for repairs to damage done by the steamship R. P. Fitzgerald, sinking her; schooners Higgie and Robert Howlett, received new jibbooms the propellers California, A. E. Wilds, schooners Morwood, Golden Fleece and Halsted and barge Newcombe, received some repairs.

Chas. P. Willard & Co., are building a twin screw steamer 70 feet over all, 16 feet beam, 5 feet 6 inches depth of hold. They will supply her with a pair of marine condensing engines of the keel condensor type 10 by 12 each and a boiler of Scotch type 6 by 8 feet. She will be taken apart when constructed and sent by rail to San Francisco, where she will be put together and will when completed go to Buna Ventura, South America. They have just launched a twin screw steamer 40 feet over all, 9 feet beam, 3 feet 4 inches depth of hold. She has a pair of marine condensing engines 4½ by 6 and a vertical marine boiler 42 by 58 inches. They have completed a steam yacht 45 feet over all, 8 feet beam, 4 feet 8 inches depth of hold, with marine engine 8 by 10 and vertical boiler 50 by 27 inches. They also have several others 33 feet long nearly completed which are for sale.

The canal boat Isabella was sunk in the draw of the Twelfth street bridge Saturday by the steambarge R. P. Fitzgerald. The Isabella had discharged her cargo at the city elevator and her lines were let go so that she would swing across the channel to the dock on the opposite side. Just then the Fitzgerald steamed down the river, struck the canal boat a light blow, and crowded her against the schooner Jessie Scarth. So tightly was the Isabella squeezed between the two vessels that her sides were crushed in and she filled and went to the bottom. Her captain says the owners of the Fitzgerald will have to pay for his boat, but it is hardly possible that he can prove that the Fitzgerald was at fault.

C. W. Elphicke received a telegram last Thursday reporting the serious illness of Captain John Foster, master of the schooner C. P. Minch. He was taken sick aboard the vessel while coming down Lake Superior, and when the vessel reached the Sault he was sent to the hospital.

William Hulme of Charlevoix has bought the schooner Peoria for $1,500. The Peoria is thirty-two years old.

A telegram to the owner of the schooner L. B. Shepard stated that just as the work of repairing the vessel was begun at Manistee the ways broke down. She was towed to Manitowoc by the tug C. Williams and put in drydock for repairs.

H. Channon & Co. received a telegram from Manitowoc, asking for a new canvas for the Allegheny, some of her sails having been carried away.

The steamship Ira H. Owen, towing the disabled steamer Escanaba, arrived safely at South Chicago.

Chief Engineer Michael Conley, of the Inter-Ocean line, was severely injured on board the steamer Manhattan last week. The steamer was entering the harbor at South Chicago, and Mr. Conley looked out of the ashport just as a deckhand let go of a fender, which struck him on the side of the head, causing a compound fracture of one jaw, and also breaking the other and causing the loss of a number of teeth. Mr. Conley is at his home undergoing treatment. Unless erysipelas sets in his prospects of recovery are good. At the best, however, he will be incapacitated for active service during the remainder of the season. It is a matter of wonder that he was not killed outright.

The Canadian passenger propellers composing the Merchants' line will be withdrawn from the Chicago and Montreal route this week, the last boat to leave here being the California. The agents of the line state that the boats are driven away from here by the discrimination made against them in favor of the Buffalo fleet by the cargo insurance companies. At the last meeting of the board of marine underwriters the insurance rate on grain cargoes to Montreal was fixed at $1.50, while the rate to Buffalo is 70c. This discrimination, the agents say, drives them out of the field of competition so far as export wheat is concerned, and that is the only class of cargoes that are offering for Montreal. After this week the propellers of the Merchants' line will be put on the Lake Superior route, and during the rest of the season they will carry wheat from Duluth to Canadian ports.

The barge Metacomet struck an unmarked obstruction, supposed to be small in size, about three-fourths of a mile outside of Hyde Park reef. Although numerous deep-loaded vessels have come in contact with the same obstruction during the last two or three seasons, all efforts to determine its exact location have heretofore failed. Mr. Ricketson thinks that now, however, the whereabout of the spit is definitely known, and says that after an examination to establish its nature and extent steps will be taken to place upon it a buoy that can be seen at some distance and will serve the purpose of warning vessels bound to South Chicago. Captain Swinburne, of the scow Self, says the reef is of conical shape and situated due east of the Hyde Park reef buoy. Its area is small. In heavy weather the seas constantly break over the spot. The reef is covered with bowlders. WILLIAMS.

BUFFALO.

The barge C. L. Hutchinson was lost, Monday afternoon in the terrible gale which set in about daylight. She had come down from A'pena with lumber in tow of the propeller Missouri, together with the barge Golden Rule, all lumber laden. The Missouri broke down Saturday and returned to Detroit, and the barges proceeded under sail. The Golden Rule arrived safely, but the Hutchinson would not mind her helm and went off in the trough of the sea. The propeller E. L. Vance brought the information of her condition and tugs went to her aid, but failed to get her in tow. She cast anchor six miles off Windmill Point and tried to ride out the storm, but at 4 p. m. began to go to pieces. The crew, consisting of Captain Frank Brown, of Elyria, O.; mate, Richard Smith, Buffalo; Mrs. Palmer, Detroit, cook; George and Joseph Sharlow, Port Huron; Henry Butler, San Francisco; Charles Mingus, Norwalk, Ohio, safely launched a yawl and reached Buffalo, a feat pronounced scarcely less than a miracle by seamen. To do so they had to head her to the wind and let her drift stern foremost. They arrived about dusk, all safe. The Hutchinson is owned by J. T. Hutchinson, of Cleveland, and is uninsured. She was built at Cleveland by Miller in 1866 as the scow Butcher Boy, and rebuilt in 1881, rated B1½ and was valued at $7,000. The wind was blowing forty miles an hour about the time the barge broke in two, and no one supposed a yawl would live in such a sea.

Propeller captains of the Lehigh valley line have been instructed by Manager Henry to always employ a pilot before entering the channel at the Limekiln crossing. The reason of this is that both lightships at the crossing have been discontinued and the range lights are not sufficient to enable steamboats to safely navigate the reef studded waters in thick weather.

The addition to the Coatsworth elevator is well under way, and carries the structure out to the brick building on Ganson street. It will be reported that Mr. Coatsworth has bought the brick building, and is thus ready to bring the forbidden switch up to the elevator on his own land.

DETROIT.

The new wooden barge Iron Queen, built for the Duluth and Atlantic Transportation Co., was launched Thursday afternoon from the Detroit Drydock. She is a sturdy looking boat and well built, as are all boats turned out by the Detroit Drydock Co. She is 254 feet long, thirty-nine feet nine inches beam and twenty-five feet deep. She is expected to carry 85,000 bushels on a sixteen foot draft. She is valued at $85,000, and will be ready for work in one week.

Ira H. Owen arrived here Monday night. He is here for the purpose of placing a contract for the construction of the new passenger steamer to be put on the Delta Transportation route, between Mackinaw Island and Sault Ste. Marie next season. She is to be of steel, and to cost $65,000 and will be built by the Detroit Drydock Co.

The propeller Araxes which was released from a point near the mouth of Black river, where she ran aground and was abandoned by her crew, by a wrecking expedition under Captain Geo. McLeod of the Inland Lloyds and brought here for repairs, left the lower drydock and proceeded on her way to Buffalo. Except the loss of her outfit, which was stolen by the fishermen in the vicinity of the wrecked craft, she was not damaged in the least. Captain McLeod speaks in the highest terms of Captain J. E. Renderson and the life saving crew which rendered him assistance.

The propeller Ohio recently struck the spiles in the Detroit river, near Sandwich point, driven some years ago for use in raising the propeller Eighth Ohio. A special dispatch from Cleveland to the Free Press says that the Ohio will have a bill of $5,000 to pay on account of her ill-luck. Her bottom on the port side, from the bilge to the keel, was caved in, the frames for a distance of 100 feet being broken in. The obstruction needs attention. She was repaired at Cleveland Drydock.

The Flint & Pere Marquette steamer No. 4, to be built at Detroit, will cost $90,000.

A steel hull will be built this winter for the engines of the steamer Evening Star.

The steamer Flora of Grummond's line will leave on her first trip since she broke her machinery.

The Canadian government is taking steps to locate a lighthouse at the head of Stag Island, River St. Clair.

The tug John Leathern has been sent with a wrecking expedition to Fisherman's Shoal to attempt to release the schooner I. N. Foster.

The buoy which was placed over the wreck of the steamer Chamberlain off Sheboygan was picked up by a tug a few days since. The owners of the Chamberlain have been notified.

### LAKE MARINE IN 1818.

The following list of vessels navigating lakes Erie, Huron, Michigan and Superior in 1818, is taken from David Thomas' "Travels through the Western Country," printed in 1819. The publication of this list of the feeble lake marine of sixty-nine years ago will be interesting. It was stated incidentally that "the steamboats will soon start on lake Erie:"

American Eagle—Captain William Gaylord; 48 67-95 tons, of Cleveland.

Aurora—Captain Charles Fitch; 31 69-95 tons, of Sandusky.

Blacksnake—Captain J. Wilkerson; 21 3-95 tons, of Cleveland.

Boxer—Captain G. Wilkerson; 16 60 95 tons, of Detroit.

Dove—Captain H. G. Cooley; 13 55-95 tons, of Detroit.

Com. Decatur—Captain S. Barney; 49 10-95 tons, Detroit.

Diligence—32 38-95 tons, of Presque Isle.

Diana—Captain Ferris; 8 tons, of Cleveland.

Experiment—Captain S. Johnson, 29 69-95 tons; of Buffalo.

Erie—Captain R. Gillett, 77 41-95 tons, of Buffalo.

Eagle—Captain Joseph Hammond, 28 3-95 tons; of Detroit.

Eliza—Captain W. Brown; 23 82-95 tons, of Sandusky.

Franklin—Captain J. F. Wright; 73 tons, of Presque Isle.

Firefly—Captain W. D. Horton; 24 tons, of Detroit.

Friendship—Captain J. R. Kelley; 49 10-95 tons, of Cleveland.

George Washington—Captain J. Burnham; 99 73-95 tons, of Presque Isle.

Governor Cass—30 58 95 tons, of Detroit.

General Scott—Captain G. Tucker; 20 28 95 tons, of Sandusky.

General Jackson—Captain C. Blake; 90 tons, of Detroit.

General Brown—30 22-95 tons, of Sandusky.

General Wayne—Captain J. Rough; 85 38 95 tons, of Buffalo.

Hannah—Captain O. Coit; 48 75 95 tons, of Buffalo.

Hercules—Captain E. Church; 50 18-95 tons, of Detroit.

Hornet—10 60-95 tons, of Cleveland.

Industry—of Sandusky.

Independence—Captain J. Brooks; 21 tons, of Sandusky.

Leopard—Captain J. Baldwin; 21 tons, of Sandusky.

Michigan—Captain W. Horton; 132 tons, of Buffalo.

Monroe—Captain M. Connor; 28 70 95 tons, of Detroit.

Maria—Captain G. Leet; 24 28-95 tons, of Detroit.

Miami—10 46-95 tons, of Detroit.

Merchant—21 17-95 tons, of Cleveland.

Nautilus—23 tons, of Sandusky.

Neptune—Captain Johnson; 61 60-95 tons, of Cleveland.

Olive Branch—Captain J. Robson 14 19-95 tons, of Detroit.

Commodore Perry—Captain H. Johnson; 41 50 95 tons, of Presque Isle.

Salem Packet—Captain R. Ward; 28 tons, of Buffalo.

Buffalo Packet—Captain G. Cady; 12 tons, of Buffalo.

Paulina—Captain J. K. Whaley; 27 25 95 tons, of Buffalo.

Pilot—Captain Thos. Rummage; 27 5-95 tons of Cleveland.

Perseverance—Captain Y. Johnson; 28 65-95 tons, of Presque Isle.

Ranger—Captain R. A. Naper; 16 79 95 tons, of Detroit.

Rachael—Captain R. Eaton; 36 3 95 tons, of Cleveland.

Superior—Captain J. Richards, 70 93 95 tons, of Presque Isle.

Lucy Jane—15 tons, of Presque Isle.

Traveler—Captain C. Brown; 22 23 95 tons, of Cleveland.

Union—Captain J. Beard; 104 30-95 tons, of Buffalo.

Venus—Captain Foster; 14 tons, of Sandusky.

Widow's Son—Captain J. F. Rupley; 49 76-95 tons, of Detroit.

Wasp—Captain G. Shaw; 18 tons, of Sandusky.

Wolf—Captain H. Rumsdell; 28 78 95 tons, of Sandusky.

Total tonnage—1860.08-95. Add for vessels under ten tons and omitted or unknown 300.87-95. Grand total American tonnage on lakes in 1818, 2,068 tons. In 1880 two vessels alone could be named, the total tonnage of which is greater than was that of the fifty-one vessels named above.

Quite a number of our readers will remember many of the above named captains and vessels.

### THE CAMBRIA AND TIOGA.

A dispatch from Chicago says: The steel steamship Cambria, the best modeled vessel on the lakes, has fairly won the championship of the steam fleet by outsailing the Tioga. When the Cambria was launched at Cleveland last spring her builders estimated that she would develop an average speed of twelve miles an hour, but before the vessel was in commission three months her officers were confident that when the stiffness was worn off from her machinery the Cambria would turn her wheel faster than even her builders had anticipated. Recently they have let her out on several occasions and each time she has easily beaten every steamer that attempted to race with her. Last Tuesday she had a brush with the Tioga, and although the conditions were favorable for both vessels the Tioga, which, up to this time has been considered the fastest steamer on the lakes, was badly beaten. The Tioga was here to-day, and Captain Robinson admitted that the Cambria had fairly won her laurels. Concerning the race he says he entered the Straits Tuesday morning, and ran into a dense bank of smoke. The Tioga was checked down for several hours and when the smoke lifted he discovered the Cambria close astern. Instantly a big volume of black smoke belched out of her funnel, and realizing that the Cambria intended passing him, Captain Robinson signaled his engineer to crowd the Tioga for all she was worth. It was an exciting race while it lasted, but the Cambria kept gaining and finally shot ahead. The Tioga had 1,350 tons of freight and the Cambria was light, but as the Tioga had less than half of a full cargo she was in better trim for racing than she would have been if she did not have a pound of freight. The Cambria has a triple expansion engine, cylinders 24 inches, 38 inches, and 61 inches in diameter, and a piston stroke of 42 inches. She has two steel boilers, each 12 feet in diameter and 14 feet long with a working pressure of 150 pounds. Her wheel is 15 feet in diameter, and 16 feet pitch. She carries three spars but no canvas.

### INTERNATIONAL CODE OF STEAM-WHISTLE SIGNALS WANTED.

The regular monthly meeting of the board of directors of the maritime association, of the port of New York, was held on the 17th, President John P. Townsend presiding. The report of maritime experts on collisions at sea and matters affecting the security of life and property at sea, was received, and a resolution was adopted requesting the President of the United States to call a convention of representatives of maritime nations to consider the subject and take requisite action. The committee noted the fact that "under the present system steamers' whistle signals during fog and thick weather indicated only their presence and not the direction in which they were steering, and the signals of sailing vessels, under the same circumstances, when "going free," cover directions almost diametrically opposite; that, as the sea is a neutral region, traversed by the the ships of all nations, any regulations, to be effective, must be adopted by all; that this can be done best by an international conference, which could, at the same time, take effective action upon matters affecting the common interests of the seamen and shipping throughout the world." A new signal system, to be determined upon by an international conference, was thought to be essential, and the members were most enthusiastic on the subject.

The following members were elected by the board: Carsten Christopherson, Charles H. George, John J. Cooney, James Olwell, F. W. Hayward, Frank I. Scott, G. R. Cosulich, and George Lethbridge.

### WHY A SHIP IS CALLED SHE.

A correspondent to the *Chicago Tribune* asks why a ship is called "she." Many reasons, plausible and facetious, are given by sailors, some of which are rather amusing.

The rule is not universal. The word ship is masculine in French, Italian, Spanish, and Portuguese and possesses no sex in Teutonic and Scandinavian tongues. A man-of-war is, however, she to our sailors. Perhaps it would not be an error to trace the custom back to the Greeks, who called all ships by a feminine name, probably out of deference to Athene, goddess of the sea.

But the sailor assigns no such reason. The ship is to him a veritable sweetheart, and it is a common thing to hear him ascribing to it vitality and intelligence. It is not to him

"—a painted ship
Upon a painted ocean."

Our own sailors are fond of bestowing feminine names on their pet vessels, and have often a real fondness for some smart "barky" not felt by the landsman for his abode.

In support of his choice of a feminine name the sailor is able to point to the possession by the ship of various feminine characteristics and belongings. The ship is capricious and fitful, like a woman, he says. I heard one old shell-back say a ship was like a woman because the rigging cost more than the hull. The ship possesses a waist, collars, stays, laces, bonnets, ties, ribands, combings, earrings, chains, watches, jewels, and scarfs, and there is often considerable bustle about her. She is full of pins, hooks and eyes. She also possesses a forehead, a nose, a head, eyes, shoulders, and more than one heart. She makes a good leg now and then when the breeze is fine, and can show a clean pair of heels. The keeper of a ship in port is familiarly called the "ship's husband." If we add that she is lank before she is rigged, and that she looks killing when fully rigged out, we may have enough good logic to account for the feminine name.

### AHOY! MARINERS!

The beacon light, which guides you safely in the harbor of pecuniary advantage is the Boston Dry Goods firm of *Kohn & Co.*, 213 Detroit st., near corner Pearl st., Cleveland, O., established since 1866 in this city, informing you of our specialty in supplying vessels with ☞ *Comfortables, Blankets, Table linen, etc* and that we *sew to order* at *shortest notice* ☜ *Sheets, Pillow cases*, or any necessary equipments for bedding.

☞ We are also pleased to inform you that we are the *only* manufacturers in this city who retail direct to consumers, none but *our own genuine home-made* ☞ *Flannel Shirts, Waterproof Shirts, Scarlet Flannel Undershirts* and *Drawers, Overalls, Jean Pants*, etc., or ☞ *make them to order* ☜ for the same price we sell them ready-made. ☞ All our Shirts are 52 inch wide, 36-inch long, extraordinarily well sewed. ☜ The *Custom Cutter*, associated with our merchant tailoring department offers to make *Gents' finest Cassimere, Broadcloth Suits*, in the *latest style*, guaranteeing the best fit and fine workmanship ☞ *for $8 less* ☜ than any other merchant tailor, because he has *no Rent to pay, does his own cutting*, and wants *to advertise himself*. Kohn & Co., 213 Detroit st., near corner Pearl, Cleveland, O.


## Fleet of the Cleveland Transportation Co. for Sale.

BY A RESOLUTION OF THE BOARD OF Directors of the Cleveland Transportation Co., it has been decided to close up the affairs of the Company and sell its property.

The following fleet of Steam Barge and Schooner Consorts are offered for sale. They will be sold as a fleet, or in couples, but not separately, excepting the schooner "Genoa:"

Steamer SPARTA, actual cargo 1,500 net tons on 15 ft. draft.

Schooner SUMATRA, actual cargo 1,650 net tons, on 14 ft. 3 in. draft.

Steamer HAVANA, actual cargo 1,500 net tons, on 15 ft. draft.

Schooner HELENA, actual cargo 1,650 net tons, on 14 ft. 3 in. draft.

Steamer VIENNA, actual cargo 1,450 net tons, on 15 ft. draft.

Schooner VERONA, actual cargo 1,470 net tons, on 13 ft. 10 in. draft.

Schooner GENOA, actual cargo 1,430 net tons, on 13 ft. 6 in. draft.

These vessels are all in A1 condition both in hull, machinery and boilers. Full and complete repairs were made in winter of '85-86 at a cost of $41,000. They all rate A2, and when inspected in 1886, the inspector said, these vessels are in fine condition, and will hold this rate (A2) for the next ten years.

The Schooner Consorts are full rigged and fully able to sail without towing.

For terms and conditions of sale apply to or address, H M. HANNA, Treas,. Cleveland, O.

## To close the Estate

OF THE LATE

## SAMUEL L. WATSON,

THE FOLLOWING VESSELS

**Are Offered for Sale.**

Stmr, ST. LOUIS, a2,
Schr, CHAMPION, a2,
do JAS. D. SAWYER, a2,
do POTOMAC, a2.
do VOUGHT, a2
do S. L. WATSON, a2 1-2

For Particulars, and Where Vessels can be seen for Inspection, write to

**Henry W. Watson,**
16 White Bldg., Buffalo, N. Y.

## G. J. STARKEY,

**Grocery & Provision Store.**

Specirl Attention Given to Vessel Supplies.

FAIRPORT, O

## WARD AND JACKSON,

SHIPSMITHS.

All Kind of Forgings, Bolts and Truss Rods for Building.

49 Main-st Cleveland

## STEAMBARGE FOR SALE.

This is one of the finest steambarges on the lakes, and was built in 1884. She is in good condition in every respect, serviceable, easy to load and unload, and a great favorite. She can not be duplicated for the same money. Her dimensions are 131 feet keel, 143 feet over all, 23.4 feet beam, 8.4 feet depth of hold, and is classed A1½ by Inland Lloyds. She carries two masts. Her carrying capacity is 400 to 425 tons or 14,000 bushels of wheat, or about 240,000 feet of lumber on a draft of 9 feet 9 inches. Her engine is high pressure 18x20 and her boiler 6½x12 feet of 7-16 Otis steel. Speed 10 miles loaded or 11½ light.

Address MARINE RECORD, Cleveland, Ohio.

C. H. PRESLEY. H. F. PARMENTER. C. E. M'COMBS.

## C. H. PRESLEY & CO.,

MANUFACTURERS AND DEALERS IN

Manufacturers' Supplies and Machinery.

*Carpenters' Machinists' & Ship Builders' Tools.*

Engine and Boiler Supplies a Specialty

24 S WATER St., Telephone No. 2383, CLEVELAND, O.

## ROBERT E. HILLS,

57 & 59 North Wells St., Chicago, Ill. Telephone 3321.

STEAM FITTING AND HEATING,

Wrought Iron Pipe & Fittings

ENGINEER'S SUPPLIES.

General Jobbing Work Done Promptly.

Also, Proprietor of North Side Brass Works.

## CAPT. GEO. A. SIMPSON,

Compass Adjuster,

COMPASSES, BAROMETERS, PATENT LOGS AND MARINE GLASSES REPAIRED,

Schooners can have their Compasses Adjusted for Local Attraction at the time of repairs by stating how much they are out on East or West Courses, and which way it leads, Nor or South of above Courses

161 River St., Cleveland, O.

## DETROIT & CLEVELAND.

STEAM NAVIGATION CO.,

BETWEEN

CLEVELAND & DETROIT,

MACKINAC ISLAND, ST. IGNACE,
ALPENA, SAND BEACH,
PORT HURON, ST. CLAIR,
OAKLAND HOUSE, MARINE CITY

## Special Sunday Trips

BETWEEN CLEVELAND AND DETROIT DURING SUMMER MONTHS.

For full information, rates, tickets, etc., apply to E. B. WHITCOMB, Gen. Pasgr. Agt., Detroit, Mich, T. F. NEWMAN, General Agt, Cleveland, O.

## Travelers Information Bureau,

224 Bank St., CLEVELAND O.

Where may also be found a full line of ocean tickets


## LAKE SHORE & MICHIGAN SOUTHERN

Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

| Eastward. | Arrive | Depart. |
|---|---|---|
| No 4, Fast Limited Express | *2 55 A M | *2 55 A M |
| No 8, N. Y. B & A Express | *8 30 A M | *8 55 A M |
| No 26, Elyria Accommodation | †7 45 A M | |
| No 24, Buffalo Ac'm via Sandusky | †10 05 A M | †10 15 A M |
| No 24, Toledo Accom via Norwalk | †10 05 A M | †10 15 A M |
| No. 10, New York & Boston, "Flyer" | | *11 35 A M |
| No 12, N Y & B Fast Express | *2 20 P M | 2* 45 P M |
| No 2, Night Ex via Norwalk | 9 40 P M | †10 00 P M |
| No 22, Night Ex via Sandusky | †9 40 P M | |
| No 26, Conneaut Accommodation | †4 25 P M | |

| Westward. | Arrive. | Depart. |
|---|---|---|
| No 1, Fast Limited Express | *12 15 A M | *12 15 A M |
| No. 23, Cleveland Express | *2 15 A M | |
| No 3, Chicago Express via " | §5 20 A M | 5 35 A M |
| No 25, Mich Accom Norwalk | | †5 35 A M |
| No 21, Toledo Ex via Norwalk | †12 50 P M | †3 20 P M |
| No 5, St Louis Ex via Sandusky | *10 50 A M | *10 55 A M |
| No 9, Chi Pac Ex via Norwalk | •6 15 P M | *6 40 P M |
| No 31, Elyria ac to Elyria only | | †4 30 P M |
| No 27, Conneaut Accommodation | †8 10 A M | |

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

M. E GAUL, City Passenger Agent.
A. J SMITH, Gen'l Pass. Agt., Lake Shore Block


## WINDLASS FOR SALE.

The undersigned have a Hadfield Patent windlass or a one and three-eighths inch bar chain for sale cheap.

JOHNSON & BATES,
927 Erie St., Racine, Wis.

## WILLARD & FILLEY,

[SUCCESSORS TO R. L. WILLARD]

**SHIP AND ORNAMENTAL PAINTERS.**

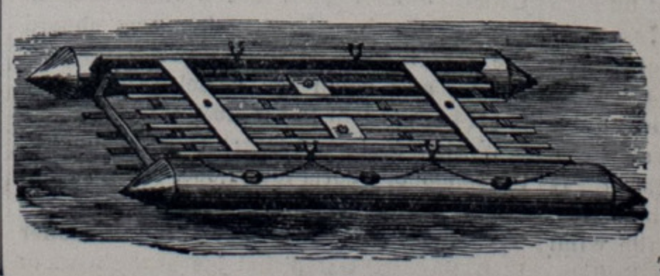
DEALERS IN

LEAD, OIL, MIXED PAINTS, GLASS, PUTTY, ETC.

All Kinds of Steamboat and Vessel Work a Specialty.

Finished Liberty Caps, and Gilt Balls for Mast Heads and Flag Staffs Always on Hand.

**57 Main Sreet, cor. Elm, Cleveland, Ohio.**



## THOS. DREIN & SON,

BUILDERS OF

METALLIC LIFE BOATS

and LIFE RAFTS of all classes Government and Pleasure Boats of Wood. Block Cork Life Preservers. Sole manufacturer of Capt. JONATHAN CONE'S celebrated

**Patent Life Rafts**

Tatnall-st and Railroad, Wilmington Del.

H. D. COFFINBERRY, PRES'T. ROBERT WALLACE, VICE PRES'T. WM. M. FITCH SEC'Y.

# THE CLEVELAND SHIP-BUILDING COMPANY,

## Detroit and Center Streets, Cleveland, Ohio,

## IRON SHIPS,

## Marine and Stationary

# ENGINES AND BOILERS,

## Blowing Engines and Steam Hammers,

## AND MILL GEARING AND CASTINGS.

We take pleasure in announcing that we have purchased the property, business and good-will of the Cuyahoga Steam Furnace Company, and will add to these works, so long and favorably known, a first-class Iron Ship-building Department, with sufficient room and all modern facilities for building two large vessels at the same time, and a Boiler Shop with most approved tools for large work, including Tweddell's Hydraulic Plant for flanging, riveting, etc.

We have associated with us Messrs. H. D. Coffinberry and Robert Wallace, late of the Globe Ship-building Co., and the Globe Iron Works, and Wm. M. Fitch, late of the Winslow Line of Steamers. We have made the following appointments: Mr. O. N. Steele, Assistant Superintendent; Mr. Thomas W. Bristow, late foreman of Wyandotte Ship Yard, Superintendent of Ship Yard; Mr. Quincy Miller, Superintendent of Boiler Shop; Mr. John Stoney, Superintendent of Foundry, and Mr. Jas. C. Wallace, Draughtsman.

We purpose building Iron and Steel Vessels of all descriptions, Marine and Stationary Engines and Boilers, Blowing Engines, Steam Helve Hammers and such other work as our large assortment of patterns eminently qualify us to build, at a minimum price.

Your patronage is solicited, and we trust that the excellence of our work, with fair dealing and strict attention to business, will secure its continuance.

THE CLEVELAND SHIP-BUILDING COMPANY.

---

# GOULDS AND AUSTIN.

## CENTRIFUGAL PUMPING MACHINERY.

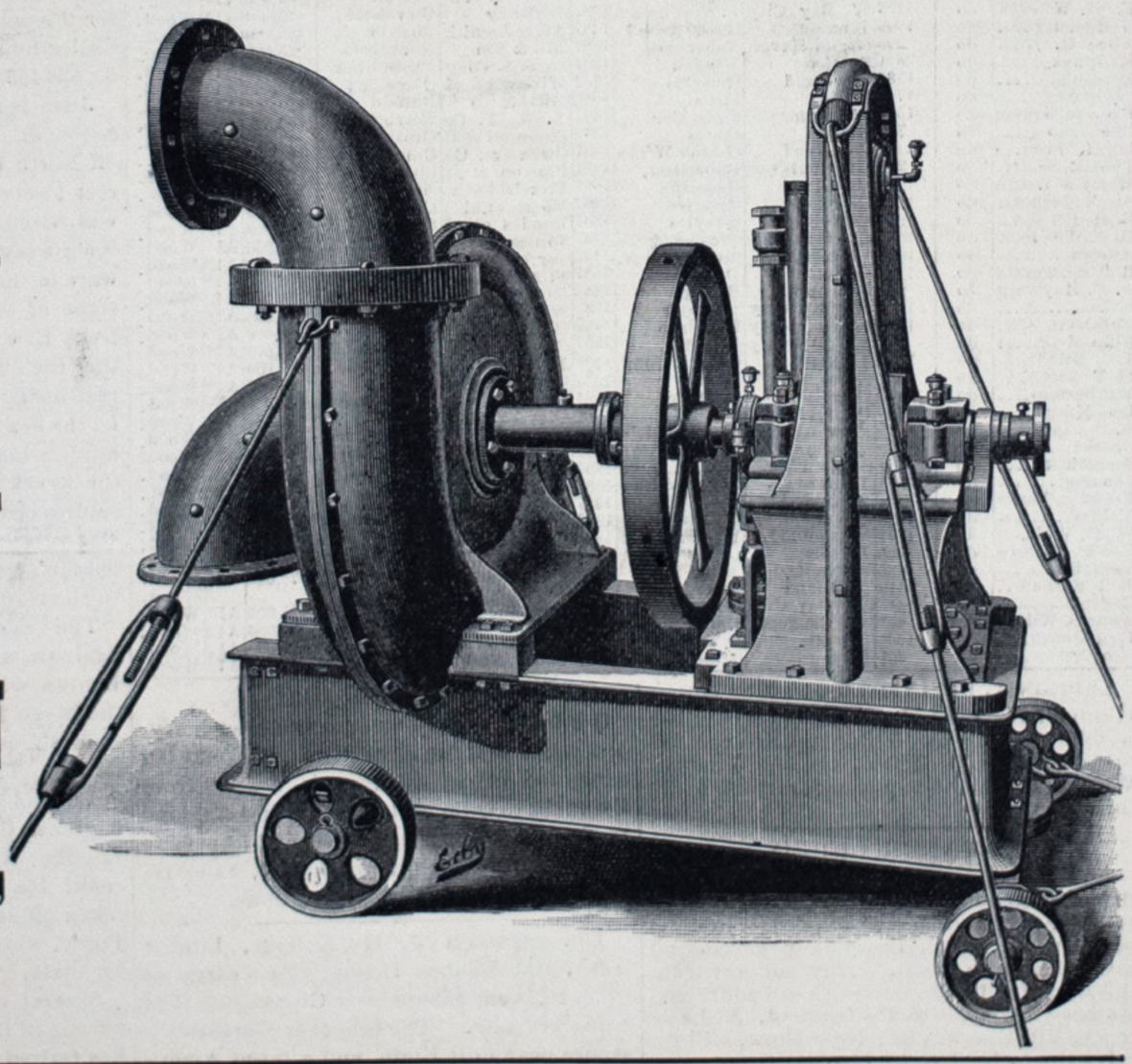
Manufacturers of the Finest Wrecking Pumps in the World.

**Full Line Always on Hand.**

**GOULDS & AUSTIN**

**167 & 169 Lake-st.,**

**CHICAGO, ILL.**



---

*ENRIGHT & HARDY'S*

Tug Line, Pathfinder and S. J. Christian.

THE TWO LARGEST TUGS HERE.

*Office 19, Madison St., Toledo, O.*

---

HARBOR TUG MOLLIE SPENCER.

ENGINE, 20 by 24, Port Huron, Mich. For light wrecking this tug has the most complete outfit on the lakes. Supplied with steam ejectors, capacity of 32,000 gallons per minute, hawsers, steam pumps, diving rigs, blocks etc., just the outfit for water-logged and sunken boats, at cheap rates. River and harbor towing. Telephone, telegraph,

LYNN'S TUG OFFICE.

---

**AN IRON MINE FOR SALE.**

This mine is on the shores of Lake Huron, close to a good harbor. First-class ore, assayed 70 per cent pure iron. This ore is said by experts to be much better than Lake Superior iron ore, and the only ore of its kind so far discovered on this continent capable of making Bessemer steel. Will sell outright, on shares or a royalty. Specimens of ore furnished and inspection of mine solicited.

Also, two silver mines on Lake Superior, close to a good harbor. Specimens furnished. Apply to MARINE RECORD, Cleveland, Ohio.

---

## Cleveland Dry Dock Co,

Shipbuilding, Drydocking, Repairing and Spar Making.

CLEVELAND, OHIO.

---

MARINE REPORTER AT THE STRAITS.

Reports of Passing Vessels a Specialty.

Messages Delivered to Passing Vessels Day or Night, Weather Permitting.

MY ICE REPORTS MAY BE RELIED ON.

SEVENTEEN YEARS EXPERIENCE.

The Patronage of the Marine Public Respectfully Requested--Charges Reasonable.

F. J. STIMPSON, MACKINAW CITY MICH.

---

Established in 1859.

HENRY LEOPOLD.

Manufacturer and Dealer in all kinds of fine and plain

*FURNITURE & UPHOLSTERY,*

And Manufacturer of Counters, Shelving, Bank and Bar-room Fixtures.

**Mattrasses and Vessel Furniture**

A SPECIALTY.

Warerooms 798 and 800 Lorain-st., near Fulton. Factory 10 Willet-st.

CLEVELAND, OHIO.

---

## Scott's New Coast Pilot

Corrected for Additions and Changes to the Opening of Navigation in 1887,)

IS SOLD BY

SHIP CHANDLERS

AND BY THE PUBLISHER,

**GEORGE SCOTT,**

AT 162 LARNED E., ST., DETROIT, MICH

---

## Moiles Tug Line.

Sault Ste. Marie, Mich.

Office on WATER ST., 5th door from Canal Park.

Tugs Tom Dowling, Frank Tracy and Laura Gibbs.

All kinds of Tug Work Done with Promptness and Dispatch. Tugs and Lighters Always in Readiness.

RAFT TOWING A SPECIALTY.

Correspondence Solicited.

# Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP.

BRANCH OFFICE:
252 South Water Street, Chicago, Illinois,
THOMAS WILLIAMS, Associate Editor.

TERMS OF SUBSCRIPTION:
One year, postage paid.....$2.00
Six months, postage paid..... 1.00
Invariably in advance.

THE MARINE RECORD can be found for sale by the following news dealers:

CLEVELAND, O.—G. F. Bowman, corner of Pearl and Detroit Streets.

Evans & Van Epps, Superior street, Cleveland.

R. A. Castner, 254 Detroit street, Cleveland.

ASHTABULA HARBOR, O.—C. Large.

CHICAGO, ILL.—Joseph Gray, 9 West Randolph Street.

CHICAGO, ILL.—H. B. Hansen, 33 West Randolph Street.

BUFFALO, N. Y.—Miss McCabe, Elk Street, near Ohio.

Charles McCready & Co., No. 14 E Seneca St.

Mrs. Mary Jannigan, on Michigan St. Swing Bridge.

DETROIT, MICH.—N. F. Stewart, Ft. of Woodward Av.

STAR ISLAND, ST. CLAIR FLATS, MICH—McNiff & Son.

DULUTH, MINN.—C. F. Johnson, 323 West Superior Street.

MARQUETTE, MICH.—J. A. Vannier.

ESCANABA, MICH.—Wm. Godley.

ESCANABA, MICH.—George Preston.

SARNIA, ONT.—D. McMasters.

OWEN SOUND, ONT.—J. Sharpe, Jr.

KINGSTON, ONT.—F. Nisbet, corner Brook and Wellington Streets.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, OCTOBER 6.


## *FOREIGN BOTTOMS.*

By request of a well known vessel man we reprint the United States navigation laws regarding the transfer of foreign bottoms to American usage. While there have been diverse opinions on this important law many people have erroneous impressions regarding the details of transfer. We therefore print the law as defined by United States court, and the United States statutes bearing on the same question, as follows:

The secretary of the treasury may issue a register or enrollment for any vessel built in a foreign country, whenever such vessel shall be wrecked in the United States, and shall be purchased and repaired by a citizen of the United States if it shall be proved to the satisfaction of the secretary that the repairs put upon such vessel are equal to three-fourths of the cost of the vessel when so repaired.

Evidence as to wrecked foreign vessel: To obtain a marine document for a wrecked foreign vessel, the applicant must furnish to the custom house to which it would belong to document the vessel, proof of the wreck within the waters of the United States, of his title thereto by purchase, of the citizenship of the purchaser, of the amount of purchase money paid therefor, and a detailed statement of the items of expenditure for repairs, accompanied by the bills, receipted, which are to be compared at the custom house with the statement, and the opinion of the chief customs officer on the case, officially certified on the statements, which, with the other papers in the case are to be transmitted to the secretary of the treasury. (Article 29, regulations 1874.)

The cost of repairs to the wrecked vessel must not be less than three-fourths of the entire cost to her purchaser and repairer.

"The word 'wrecked,' as used in section 4136 Revised Statutes, is applicable to a vessel which is disabled and rendered unfit for navigation, whether this condition of the vessel has been caused by the winds or the waves, by stranding, by fire, by explosion of boilers, or by any other casualty."—(Opinion of attorney general, December 5, 1877.

In order to the granting of a register under Sec. 4136 R. S., it is sufficient if the cost of repairing the vessel, as well where in so doing the original plan of the vessel is departed from and changes in her construction and internal arrangements are made, new machinery, new appliances for her navigation and for other improvements introduced, as where the vessel is simply restored to what she originally was, equals three-fourths of her value when repaired.—(*Ibid.*, *1877.*)

Vessels entitled to be documented vessels of the United States are of five classes, as follows:

1. Such as are being built in the country and have, after being documented been wholly owned by citizens of the United States.

2. Such as are built in the country under foreign ownership in whole or in part not registered, enrolled, or licensed, but recorded, according to law upon becoming the exclusive property of citizens of the United States.

3. Such as have been captured in war by citizens of the United States, lawfully condemed as a prize and wholly owned by such citizens.

4. Such as have been forfeited for a violation of the laws of the United States and wholly owned by its citizens.

5. Vessels built out of the United States but wrecked within the waters thereof and purchased and repaired by citizens of the United States at an expense of three-fourths of the coast Of vessel when repaired.

Vessels not entitled to marine documents may be classed as follows:

1. Vessels built in a foreign country, unless they have been captured and condemned, forfeited for breach of law, or wrecked and become the property of American citizens.

2. American built vessels sold to foreigners.

3. Vessels not commanded by a citizen of the United States.

4. Vessels owned by citizens who live in a foreign country.

5. Vessels owned by citizens not naturalized.

6. Vessels which during the late rebellion sought the protection of a foreign flag.

7. Vessels which, having been seized and condemned by any foreign power, again became the property of citizens of the United States, unless such properity be acquired or regained by purchase or otherwise of the wonersor their executors or administrators.

## W. W. BATES ON OVERLOADING.

*To the Editor of the Marine Record:*

If it were not that Mr. Bates is very modest, he would have inserted in his letter to the *Evening Wisconsin* (Milwaukee), the fact that he contributed an article for the eighth edition of Barnet's Coast Pilot, entitled "Free-Board and Load-line," and the thousands who possess the book mentioned, can turn to page 26 of the appendix and there find a rule that will be of great service. It would not be a matter of surprise to be told that overloading has been the cause of many an ocean horror as well as of a lake disaster.

Crossing the Atlantic in a 3,500-tonner, I was rudely awakened at night, when in mid-ocean, by the shock of a huge wave, striking the starboard bow of the 25-feet laden craft and breaking the lights of the cabin port-holes. One foot and a half of water was thus poured in among the passengers to their discomfort and consternation. Like a race-horse, out of breath, the steamer stood still and shivered, when seconds of time seemed hours until the vessel rose up again to battle with the angry billows. The crisis passed safely, else no one could have related the incident.

By all means let overloading be done away with, and life and property be held sacred, to the end that, if experiments are demanded in this direction, the principal at whose instigation danger is incurred shall be the only victim offered on the altar of acquisitiveness.

J. B.

## *NEW LAKE TONNAGE.*

We have taken occasion each week for the past four months to show that the tonnage on the lakes is growing faster than that on the oceans and rivers combined. In order to make an intelligent exhibit of the new tonnage on the lakes, and at the same time give our subscribers a valuable statement we have tabulated the new tonnage built on the lakes during the season of 1887. While this statement covers the tonnage that has taken part in the freight business of this season, it does not include that under contract.

We have several queries in hand asking data in regard to new shipbuilding, and believing that the easiest and best way to answer them is to draw up a comprehensive table giving all data, we have adopted that plan, in preference to personal letters. During the entire season of the present year freights have been good and tonnage in good demand, while at the same time many new steamboats have been put afloat.

While there is a goodly number of the completed craft represented in the following table, there are a number now under contract, which will not be finished in time to enter into competition for this season's business, among which we may mention the steel steamer Owego, a 350-feet boat, built at the Union drydock, Buffalo. The Owego is the largest boat ever built for lake service.

In order to show our readers the comparative tonnage put afloat in past years with that launched this year, we will say that in 1873, when shipbuilding was stimulated by good times, 92,400 tons were registered. Ninety-two thousand tons have not, up to this time been beaten on the lakes in one year, but it is possible that it will be at the end of next year. It will be interesting for old-time mariners to contrast this statement with that printed on another page representing the tonnage on the lakes in 1818 One of our modern vessels, taken almost at random from the names presented in the table, will equal in tonnage the entire fleet of fifty vessels afloat on the lakes in 1818.

| Name. | Rig. | Tonnage. Net. | Where built. | By whom | When..... | Owners. | Port of Hail. | Value | Class..... | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| Cambria..... | stmr. | 1377 | Cleveland | G. Iron W'rks | 1887 | Mut. Trs. Co | Cleveland | $185,000 | A1 | Steel.. |
| W. H.Gratwick | do | 1175 | W. Bay City | F.W.Wheeler | 1887 | Gr'twick et al | Buffalo | 120,000 | A1* | Wood.. |
| M. B. Grover.. | do | 1585 | Cleveland | Radcliffe | 1887 | Bradley et al | Cleveland | 120,000 | A1* | Wood.. |
| Louisiana..... | do | 1259 | Marine City | Morley | 1887 | Morley et al | Marine City | 110.000 | A1* | Wood.. |
| Roumania ..... | do | 1442 | W. Bay City | Davidson | 1887 | Corrigan et al | Cleveland | 140,000 | A1* | Wood.. |
| C. J. Sheffield. | do | 1319 | Cleveland | G.Iron W'rks | 1887 | H Br'wn et al | Detroit | 150,000 | A1 | Steel.. |
| F. W. Wheeler | do | 1175 | W. Bay City | F.W.Wheeler | 1887 | Whitney | Cleveland | 120,000 | A1* | Wood.. |
| Gettysburg..... | do | 1358 | Trenton | Craig & Son | 1887 | Alger &Smith | Buffalo | 100,000 | A1* | Wood.. |
| Alice M. Gill.. | do | 203 | Grand Haven | Robertson | 1887 | Gill & Son | Northport | 23,000 | A1 | Wood.. |
| Kaliyuga ..... | do | 1581 | St. Clair | Langell | 1887 | St. S. S. Co. | East China | 120,000 | A1* | Wood.. |
| Missoula ..... | do | 1585 | Cleveland | Quayles | 1887 | Wilson et al | Cleveland | 115,000 | A1* | Wood.. |
| Wyoming ..... | do | 1740 | Buffalo | Mills | 1887 | Mills & Co | Buffalo | 120,000 | A1* | Wood.. |
| Fayette Brown | do | 1516 | Wyandotte | D. D. Co. | 1887 | N. W T. Co | Detroit | 150,000 | A1* | Comp. |
| Chenango..... | do | 761 | Detroit | Oades | 1887 | Cameron et al | Grosse Isle | 70,000 | A1 | Wood.. |
| Ira H. Owen... | do | 1498 | Cleveland | G.Iron W'rks | 1887 | Owen Trs. Co | Chicago | 170,000 | A1 | Steel.. |
| Thos. R. Scott.. | do | 213 | Grand Haven | Robertson. | 1887 | Pierson et at | Chicago | 24,000 | A1 | Wo d.. |
| Wiley M Eagan | do | 1380 | Cleveland | Radcliffe | 1887 | Fitzg'rld et al | Milwaukee | 120,000 | A1* | Wood.. |
| Sam'l Mather.. | do | 1285 | Cleveland | Quayles | 1887 | Moore et al | Cleveland | 115,000 | A1* | Wood.. |
| R R. Rhodes.. | do | 1285 | Cleveland | Quayles | 1887 | Rhodes et al | Cleveland | 115,000 | A1* | Wood.. |
| H. A. Tuttle... | do | 1585 | Cleveland | Presley & Co | 1887 | Johnson et al | Cleveland | 115,000 | A1 | Wood.. |
| Aurora..... | do | 1860 | Cleveland | Murphy & M. | 1887 | Corrigan et al | Cleveland | 150,000 | A1* | Wood.. |
| R P. Fitzgerald | do | 1176 | Detroit | D. D. Co | 1887 | Fitzg'rld et al | Milwaukee | 110,600 | A1* | Wood.. |
| A. D. Hayward | do | 224 | Manitowoc | Berger | 1887 | Cam'bell et al | White Lake | 25,000 | A1 | Wood.. |
| Sitka..... | do | 1227 | W. Bay City | Wheeler | 1887 | Wilson et al | Cleveland | 110,000 | A1* | Wood.. |
| Bulgaria..... | do | 1486 | W. Bay City | Davidson | 1887 | Corrigan | Cleveland | 130,000 | A1* | Wood.. |
| Elfin Mere..... | do | 796 | W. Bay City | Wheeler | 1887 | Gordon et al | Bay City | 75,000 | A1* | Wood.. |
| J. C. Gilchrist. | do | 1396 | Trenton | Craig & Son | 1887 | J. C. Gilchrist | Cleveland | 125,000 | A1* | Wood.. |
| M. T. Green.... | do | 422 | Gibraltar | Linn | 1887 | Chi. Lum. Co. | Chicago | 60 000 | A1* | Wood.. |
| Manhattan..... | do | 1103 | Detroit | D. D. Co | 1887 | I. O. T. Co. | Milwaukee | 120,000 | A1* | Wood.. |
| Iron King..... | do | 1223 | Detirot | D. D. Co | 1887 | D. & A. T. Co. | Detroit | 110,000 | A1* | Wood.. |
| R. P. Flower... | do | 1165 | Mliwaukee | W. &Davids'n | 1887 | Vance | Milwaukee | 120,000 | A1* | Wood.. |
| Omaha..... | do | 939 | Milwaukee | M. S. T. Co | 1887 | Merrill et al | Milwaukee | 75,000 | A1* | Wood.. |
| Saugatuck..... | do | 160 | Saugatuck | ---------- | 1887 | ---------- | Saugatuck | ------ | ... | Wood.. |
| Lansing..... | do | 1248 | Trenton | Craig & Son | 1887 | Wilds | Detroit | 110,000 | A1* | Wood.. |
| Frank L. Vance | do | 1444 | Cleveland | Radcliffe | 1887 | Mil. S. S. Co | Milwaukee | 120.000 | A1* | Wood.. |
| Yakima..... | do | 1658 | Cleveland | Quayles | 1887 | Wilson et al | Cleveland | 125,000 | A1* | Wood.. |
| W. H. Wolf.... | do | 1791 | Milwaukee | W.&Davids'n | 1887 | ---------- | Milwaukee | 130,000 | A1* | Wood.. |
| F. & P. M. No 3 | do | 925 | Detroit | D. D. Co | 1887 | F.&P.M.R.Co | E Saginaw | 100,000 | A1* | Wood.. |
| Veronica..... | do | 880 | Milwaukee | M. S. T. Co | 1886 | Starke et al | Milwaukee | 70,000 | A1 | Wood.. |
| J. R, Farnan... | do | 410 | Cleveland | Root | 1887 | Smith | Cleveland | ---- | .. | Wood.. |
| Gogebic..... | do | 1312 | W. Bay City | Wheeler | 1887 | Mills & Co | Buffalo | 125,000 | A1* | Wood.. |
| Anna B. Wilson | Schr. | 467 | Mt. Clemens | Dulac | 1887 | Thos. Wilson | Cleveland | 30,000 | A1 | Wood.. |
| Iron Queen.... | B'rge | 1900 | Detroit | D. D. Co | 1887 | D. & A. T. Co | Detroit | 85.000 | A1 | Wood.. |
| Geo. Nestor.... | do | 751 | Baraga | Gibson | 1887 | Thos. Nestor | Marquette | 37,000 | A1 | Wood.. |

CAPTAIN A. B. SLYFIELD and Miss Annie Hunter have joined hands and hearts. The wedding took place at the residence of the bride at Lowell, Mich., on the 5th inst. We speak for the happy contractors a life full of sunshine.


## CATARRH CURED.

A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self addressed stamped envelope to Professor J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge.


### OTTAWA.

Major Anderson, chief engineer of the marine department, has gone to Amherstburg to inquire into lighthouse matters. The complaint is made that the lighthouse official draws pay for one service from both the Canadian and American governments.

## LAKE FREIGHTS.

Ore freights show an advancing tendency, and tonnage is in active demand. With the exception of an advance of 5 cents from Escanaba to Ohio ports to $1.70, and Ashland to Ohio ports on ore to $2.60, and from 6c to 7c on wheat, Duluth to Buffalo, rates remain firm at last week's quotations.

The schooners J. G. Kolfage, lumber laden, and Reuben Dowd, with a cargo of iron ore, went ashore near Goderich. The crews are safe. The schooner Garibaldi is ashore near Port Elgin, and a large American schooner, name unknown, went ashore ten miles off Kincardine. No communication has yet been had with these vessels, but it is believed their crews are safe. The crew of the Kolfage arrived at Goderich late Tuesday night. They report having seen an unknown large vessel founder on Lake Huron.

[*Around the Lakes Continued from 1st Page*]

### ST. JOSEPH.

The schooner Havana was sighted off this port about 6 o'clock Monday morning flying signals of distress. The tug Hannah Sullivan was coaled and made ready to go to the vessel's aid, but the vessel was in a sinking condition, and the crew unable to keep her hold clear of water. Captain John Curran concluded to beach her if possible, and headed for the shore. At 9 o'clock, when about three and one-fourth miles off shore, the vessel went down and the crew were seen to climb into the rigging. There were seven men on board. Captain Curran, Steward John Morris, and a sailor named Joseph Clint climbed into the main rigging, and the others into the fore rigging. As the vessel gave a heavy lurch the mainmast crashed overboard, carrying the three men into the breakers. They struck out for shore, and when last seen by the crew, were breasting the waves. As nothing has been seen of them since, they are probably drowned. The remaining four men clung to the cross trees for nearly three hours when the tug Hannah Sullivan went to the rescue. It took nearly three quarters of an hour to get the men from their perilous position. The names of the rescued men are Samuel McChimon, mate; Charles Hogan, Robert McCormick, and George Hughes. The mate had his arm broken before the vessel sunk, but he clung to the mast with the grit of a hero. The captain and crew of the tug Sullivan deserve much praise for the rescue, as there was a terrible sea running and the little tug was tossed about so that those who watched her from shore thought she would surely founder. The life saving crew did all in their power to render aid, but the vessel was beyond their reach. The Havana had 800 tons of ore. She lies about six miles north of this port in ten to twelve fathoms. The Havana, 308 tons, was built at Oswego by Miller & Co. in 1871 and rebuilt in 1883. She was owned by Reed et al. of Kenosha and valued at $7,500. She is insured for $2,200 in the Mercantile, of Cleveland, and $2,300 in the Detroit Fire and Marine. Her cargo was consigned to the Spring Lake Iron Co., and was insured for $2,452 in the Boston Marine. Her crew was shipped at Chicago last spring and has been in her all the season.

The schooner Harvey Ransom of South Haven, light from Chicago, went ashore here at 6:30 o'clock Monday morning while trying to make the harbor. The crew of two men were saved. The vessel struck the pier, but was uninjured, and now lies high and dry on the beach.

### ERIE.

The business at the port of Erie for the month of September is as follows: Coastwise entrances 55; coastwise clearances, 54; foreign entrances, 5; foreign clearances, 6; duties on imports, fines, etc., $501.25. The collections in the Internal Revenue district for the month of September were $6,817.86. Collections for the quarter ending September 30, $23,425.

Just before dark Tuesday a two-masted schooner disabled by the storm was sighted off North East, Pa., just as she went on the reef twelve miles east of Erie. A message was wired to the revenue cutter Perry and the life saving crew here stating that six men were in the rigging and the wreck showed signs of breaking up. The cutter cleared from Erie immediately. Later reports say that the cutter's lights were seen near the reef inside of an hour after she left this port. In the heavy sea running from the west communication with the shore at the scene of the wreck is impossible. The cutter Perry returned at midnight for the life saving crew. The vessel at Ripley is ashore and the Perry couldn't get near her. The cries of the men in the rigging could be heard on shore.

The vessel proved to be the W. H. Hoag of Saginaw which broke away from the barge Benton when the life saving crew reached the barge late in the night they found the crew almost lifeless with fatigue, cold and hunger. The crew, consisting of the Captain John Nelson, and mate, H. Guenther of Saginaw, John Scott and Benjamin West of London, Albert Lacomb of Quebec and the cook, Ida Hazen of Elmira, N. Y., were taken off and put aboard the revenue cutter Perry, where every comfort was provided for them.

Several changes have been made in the officers of the Anchor line. Captain Welch has retired and Captain Chris Mason, of the Wissahickon, has been given command of the Conemaugh. Captain Henry Durkee has been shifted from the Allegheny to the Wissahickon, and the mate of the Allegheny has been made her master.

### MANISTEE.

The schooner Jessie Scarth, laden with 26,000 bushels of corn from Chicago bound

for Toronto, sank in 40 fathoms of water Tuesday night eight miles north of Manistee. Captain Roberts and the crew of four men woman cook, who had taken to the small boat were received by the life savers.

SOUTH HAVEN.

The three-masted schooner City of Green Bay, of Chicago, went to pieces in the terrible gale that swept across Lake Michigan Monday. Out of a crew of six men only one was saved. Captain W. Costello was among those who lost their lives. His body was recovered and sent to Chicago for burial. The schooner was bound for St. Joseph from Escanaba with 675 tons of iron ore. About 7 o'clock Sunday night she encountered a furious gale, and being overloaded she sprung aleak and began to fill rapidly. Mr. Slater, the surviving sailor, says that the crew, which was composed of five men and the captain, began to prepare for the worst by lashing together some ladders and other loose materials on deck for a raft. They then let go the anchors and drifted slowly all night. At daylight the vessel was sighted, about two miles northeast of this city, flying a signal of distress and drifting rapidly to the southward. As soon as she was sighted the life-saving crew started south on the lake shore with their beach apparatus. The crew climbed into the rigging and sung out for help. The schooner lay with her head to the beach and the sea washed the sand from under her stern until the heavy weight at that end caused her to break in two amidships. When the life-saving crew got the new line secured, it was apparent that the vessel was going to pieces and that quick action, alone, would save the lives of the six men aboard her. The hawser was made fast, and the shipwrecked crew began hauling it aboard, but their laborious work was not half completed when the entire stern of the vessel was torn away by the surging seas. At the same time two of her spars toppled over, carrying with them three of the crew. They immediately disappeared and were seen no more. Each succeeding wave that broke over the wreck carried away some part of the vessel. In the meantime when the life saving crew discovered that all of their efforts were fruitless, they launched their surf boat and faced death in a heroic attempt to reach the wreck. Captain Costello, with a life buoy tightly clasped in his arms, dropped in the water, but it is doubtful if he lived a moment. His body was taken aboard by the life saving crew. The captain of the life boat was swept overboard and came very near losing his life. He had a rib broken and was otherwise injured. Every effort was made to resuscitate Captain Costello, but in vain. Mr. Slater, one of the sailors, washed off the crumbling wreck, and the only one left to tell the tale, was fortunate enough to get on a floating piece of the deck, to which he clung, though engulfed by the breakers half the time, until picked up by the life savers, more dead than alive. A second effort was made to reach the wreck with a life boat, in charge of Captain George Smith, but it was impossible to get her, owing to the mass of floating debris, and while still struggling to get nearer the hull of the ill-fated schooner she made one last convulsive lurch and was crushed into kindling wood. The two exhausted victims sank out of sight, and were seen no more. A thousand or more horrified spectators gathered to witness the scene, but could only look on helplessly. The life saving crew discharged their duty fearlessly. Mr. Slater, the only survivor, was a new hand, and wholly unacquainted with the names of the crew or captain. The City of Green Bay, 329 tons, was built at Green Bay by L. Nau, in 1872, was owned by Reed, of Chicago, classed A2, and valued at $9,000. In 1878 she took a cargo from Chicago to Scotland, returning to Montreal with coal. From there she went to South America and then to Liverpool. From the latter point she sailed for Cuba, but encountered a hurricane and put into a Spanish port disabled. After two years on the ocean she returned to the lakes, where she has been employed ever since in the grain and ore trade. Two months ago Captain Reed bought the vessel from C. W. Elphicke for $9,700, and she is insured in Smith & Davis agency for $8,000. Her master, Captain P. W. Costello, has sailed her for five years. He was well known on the lakes, and highly respected. He was an Irishman by birth, and 42 years of age. He began a seafaring life when a boy, and twenty-three years ago he came to the lakes, making his home at Chicago. Frank Wood, of Chicago, was mate, and Patrick Cleary was cook. The last time the vessel was in Chicago Henry Borket, John Williams, and Thomas Hartmen were shipped as seamen from the vessel owners' shipping office. One of these men left about a week ago, and Louis Nelson took his place. Her cargo of ore is consigned to the Spring Lake Iron Co., of St. Joseph, and is insured for $3,152in the Boston Marine.

SAND BEACH.

*Special to the Marine Record.*

This has been a dull week, broken only by the sound of the fog whistle which has been blowing nearly all the week.

The following craft have sheltered here; Tugs J. C. Morse, M. D. Carrington, Orient, W. A. Rooth, J. W. Westcott, H. A. Ballentine and O. W. Cheney.

The tug Mocking Bird, with a raft of 15,000 telegraph poles, sheltered here for two days.

The tug Orient came up Sunday night and towed the waterlogged barge Stockton to Port Huron. The life-saving crew went down with her.

Wednesday morning the propeller A. J. Wright, bound down, owing to the dense fog, lost her bearings, and ran ashore fourteen miles south of here. After being on for a day and a half she was released by the tug Castle, though not until lightering a part of her cargo.

The tug Ballentine run aground at Grindstone City, but released herself after throwing nearly all her fuel overboard.

The Canadian steamer Ark and consort Albion are ashore at Grindstone City. No particulars A heavy gale is blowing from the southwest on Lake Huron.

LUFF.

BAY CITY.

*Special to the Marine Record.*

Captain E. T. Brown, who was master of the steambarge White and Friant, has gone into the lumber and scalping business in this city.

Byron Knowlton has taken command of the steamer Handy Boy.

The River line boats are doing a good freight business at present.

The barge Tim Baker, while coming down Sawinaw Bay under sail on Tuesday night, deviated from her course and ran hard aground in Toboco Bay, on the west shore, about six miles from the mouth of the river. The tugs Rumage and Sarah Smith were sent to her relief and after working fourteen hours suceeeded in freeing her. She arrived in Bay City and went into drydock. She was leaking, but was not badly damaged.

It is an exceedingly difficult thing to reach Saginaw river in thick weather, as the channel in the bay for some distance is very narrow.

SHAW.

EAST SAGINAW.

*Special to the Marine Record.*

Captain Tip Hunt came in Wednesday from Wiasky Bay, Lake Superior, with a load of lumber for J. S. Estabrook. Captain Hunt says this was his first trip there and that he had no trouble whatever. He states that after leaving Detour he never sighted land, owing to smoke, until he reached Saginaw river. Captain Hunt is a skilfull navigator, and has made a big success of his scheme at which so many laughed a year ago.

A. F. Bartlett & Co., of this city, are making deck hoists for each of the four large steamships building at James Davidson's shipyard, West Bay City. They shipped one to H. G. Trout, of Buffalo, recently, to go with one of Mr. Trout's contracts.

Michael Mahar, who was recently appointed inspector of boilers of steam vessels, has gone to Port Huron to assume his official duties. Engineer Mahar was for a number of years employed by Robt. Wiedman, of Bay City and East Saginaw.

SHAW.

MILWAUKEE.

*Special to the Marine Record.*

The list of repairs at Wolf & Davidson's shipyard for the last week comprise the schooner Mont Blanc, for docking and recalking; schooner Lewis Ludington, for docking and recalking; steambarge Hilton, docking and new fore foot and some calking; tugs Alvah Eaton, Van Ells, for minor repairs and docking; steamer Minnesota, for docking and calking; also repairs to scow Nellie Church, schooners Albert and Metacomet.

John Saveland has received a dispatch stating that the abandoned and water logged schooner Ole Oleson had been picked up twelve miles off Kenosha, and towed into that port. Captain Hullison and a crew of two landed in the vessel's yawl on Jones Island.

The funeral of Frank Pagel, the union sailor who was shot aboard the barge Michigan, took place from the seaman's union hall. The seaman's union was largely represented as were also the stevedores' and lumber shovers' unions, the parade being headed by a band.

The schooner John Kelderhouse has become the property of Mr. Felters, of Big River, Mich., who bought out the half interest of his partner, Christy, in her. Her port of hail will be Escanaba instead of Chicago hereafter. The Kelderhouse was built in Bay City in 1867, and was rebuilt in 1879.

Captain Tuttle received a dispatch from Messrs. Smith & Davis, vessel brokers, at Buffalo, announcing that the rating of the new steamer W. H. Wolf, had been changed to A1* from A1½*.

The problem of the steamship William H. Wolf's rating, has at last been solved and adverse to Mr. Bates decision it seems, and very properly so, in the estimation of a great many vesselmen who watched her growth and were thoroughly cognizant of her immense strength of build. The adverse decision of the board of direction against Mr. Bates has placed that gentlemen in rather an equivocal position since it renders his future ratings liable to be very closely scrutinized, and if they should not be according to the owner's ideas, troubles of a like nature are very liable to arise again. He is an eminent builder and should figure closer in his compilations. However the Wolf has received her A1 star rating.

CAPTAIN KIDD.

ASHTABULA HARBOR.

The mate of the David Stewart was instantly killed Tuesday morning by being crushed between the capstan and ore bucket. As the wind was blowing hard at the time it is supposed that it caused the bucket to swing further than usual, thus striking the unfortunate man.

TOLEDO.

*Special to the Marine Record.*

The schooner Pulaski, which is a total wreck on Lake Michigan, and the Anna P. Grover, which was ashore near Port Hope, Lake Huron, but was released by the Crusader, are both Toledo vessels.

The water was the lowest here during this blow that it has been since the big blows last fall. Navigation was practically suspended and work on the straight channel had to be stopped until a rise in the water.

The steambarge Anna Smith ran aground on Goose Point Saturday morning and could not be released until Sunday morning.

The Frank C. Leighton unloaded her ore here and was towed to Detroit by the Andrews, where she will be docked.

The tugs Moore and Tuthill had a pulling match Monday, in which the Moore, a 15x17, was victorious over her antagonist, which is a 16x16. The match was to settle a difference of opinion between their owners. The same firm owns both boats.

The Pathfinder will be docked this week to tighten a loose wheel.

Jas. J. Lynn, of Port Huron, was here Monday.

The Golden Age and Mabel Wilson, with 4,000 tons of ore, are expected here this week.

Marine business is very dull here and tug men are wondering what they did with their summer's wages.

TUGER.

MACKINAC CITY.

The California left Chicago for Montreal at 10 o'clock last Saturday night with twenty-six persons aboard, including five passengers. Four of the passengers had round-trip tickets purchased at either Montreal, Kingston, or Toronto, and there is no record of their names here. A Miss Mubrey was the only Chicago passenger, and it is not known whether or not she resided there. The crew numbered twenty-one. Captain, J. V. Troweil; mate, Peter Legault; engineers, James Ellis and S. A. Mills; purser, George Foley; stewardess, Mrs. Blood; cabin maid, Miss Pappo; two firemen, two wheelsmen, seven deck hands, two cabin boys, and a watchman. The cargo consisted of 20,000 bushels of corn, shipped by George Clark & Co.; 600 barrels of pork, shipped by Armour & Co.; and a small amount of general merchandise, the whole valued at about $20,000 The California encountered a heavy wind early Monday morning off the Beavers, and at 4 p. m. the sea had increased so that it was impossible to steer her, and three hundred barrels of pork were thrown overboard without helping her much. About 11 p. m. when just above St. Helena the sea broke in the gangways and put out the fires. She then swung round in the trough of the sea and began breaking up. The captain ordered the boats lowered, but she was so badly listed that it was impossible to lower but one. The captain went into the cabin to get the passengers out, but when he returned found that the first mate and several men had left with the boat. The steamer now began rapidly breaking up and soon all hands were struggling in the water. The captain and engineer succeeded in getting a boat loose from the wreck and picked up the second engineer, cook and one lady passenger. Their boat drifted down alongside the propeller A. Folsom, which was anchored under St. Helena, and was picked up and brought here. Nine lives were lost and eighteen saved. Among those not accounted for are PETER LIGO, first mate; BELL TOUGH, fireman; GEO. FOLEY, purser; WM. HILL, of Montreal, cook; JOS. MARTIN, fireman; JNO. EAZEVIA, deckhand; CORNELIUS CONNERTON, of Detroit, a passenger; ELLA PAPPA, stewardess; ARTHUR HAZARD, cabin boy, and ROBERT GRANT. The shore for five miles above here is strewn with wreckage. The wreck lies a mile from shore, and a heavy sea is breaking over it. The hull is under water, the masts gone and the cabin stands on end. It is thought nearly all the bodies will be found under it. Everyone had on life preservers, so the bodies will come ashore as they get clear of the wreck. The survivors are being tenderly cared for by farmers. Four of the sailors were unconscious when shore was reached, and none could walk. The grain is insured for $11,600 in the Western Assurance, of Toronto, and the pork for $3,000 in the Boston Marine. The California was built at Hamilton in 1873, measures 586 tons, and rated A2. She was owned by Crandle & Geddes, valued at $27,000, and insured for $10,000, chiefly in Canadian companies.

Another boat has succeeded in getting ashore near Point Le Barbe. The steamer Faxton picked up one man who was drifting down the straits on some wreckage.

MINORVILLE.

The wrecking party that went from here to the assistance of the wrecked schooner Frank D. Barker have returned without accomplishing anything. Some hard pulling was done on her, but she was so heavy that the tug could not get her off, as she would have to be pulled 250 feet before she could be got afloat, and it was thought the schooner could not stand the heavy strain which bore on her while the tug Spaulding was pulling She lies on a reef of flat rock east of Spider Island, and is rapidly going to pieces. She is leaking badly. The water in her hold is as deep as it is outside of her. It is generally thought she is broken in two amidships, and that she will be a total loss within a short time. She will probably be abandoned to the underwriters.

ALPENA.

The schooner Selkirk, which was ashore on North Port, was released by the steamer Golden Eagle and passed up Saturday leaking some. The schooner Colonel Ellsworth, after throwing overboard her deck load of 3,000 ties, which drifted out in the lake, is also off. The tugs Ralph and Effie L. worked on her from 2 p. m. Saturday until 11 a. m. Sunday morning, when they finally released her. She is not much damaged and left for Chicago, leaking considerably.

The schooner Ino, lumber laden from this port, lies off Scarecrow Island half full of water and was dragging both anchors. The tug Castle, towing the schooners George and R. B. Hayes, parted her tow line early Tuesday morning off Thunder Bay and the vessels drifted on the shore. The schooner J. A. Holmes unshipped her rudder and went ashore on Middle Island during the heavy gale Tuesday. Nothing further can be learned. Tugs will leave here for her assistance as soon as the weather permits.

HOLLAND.

The schooner Ebenezer, of Chicago, left Muskegon Sunday afternoon loaded with lumber and shingles. During the gale Monday night she sprung aleak and lost half of her deck load when about twenty miles out in the lake. She tried to make the harbor here, and at 4 o'clock she struck the south pier, running her bowsprit through the lighthouse, and sheering off, she struck the beach south of the harbor. The crew all got off safe, and left for Chicago, except Captain Johnson, who remains with the schooner. She will probably be a total loss, as she pounds very hard. The Ebenezer was formerly the Watt Sherman. She is owned by C. Michelson, of Chicago. She was built in 1846, at Buffalo by Jones and rebuilt in 1883 and measures 159 tons.

WEST BAY CITY.

The new propeller Gogebic, built at Wheeler's shipyard, was launched at o'clock last Saturday afternoon. She is 285 feet over all, 273 feet keel, 39 feet beam, 21 feet hold. She has a triple expansion engine 20, 32, and 52 inches, with 40 inch stroke; Scotch boilers, 10 by 12 feet, from S. F. Hodge & Co., Detroit. Her net tonnage is 1,312 tons; cost, $125,000; owned by the Mills Transportation Co., who place her in the Lake Superior trade. She will be ready for sea October 5. Captain Alvin Neal will command her.

The tug Sarah Smith was sold at this port Saturday to George T. Hammer, of Escanaba, for $4,500.

WANTED—A good lumber barge, 400,000 to 500,000 capacity, light draft. Also, light draft steambarge, 400,000 to 500,000 capacity. Must be cheap for cash. Address,
H. L SHAW,
East Saginaw, Mich.

VESSEL OWNERS AND AGENTS.

*H. J. WEBB & CO.,*

**hip Brokers, Vessel Owners and Agents.**

[ESTABLISHED IN 1856.]

H J. WEBB & Co., will charter Vessels for Lake Trade pecial attention given to Chartering Vessels in the ake Superior Iron Ore Trade, both for the season and ngle trip.

**RCADE BUILDING, 101 ST. CLAIR ST.,**

Room 27. Cleveland, Ohio.

**TELEPHONE** { Office, No. 338. Residence, No. 1328.

*WARNER & BECKER,*

**Vessel Agents and Brokers,**

ROOM 10,

**Arcade B'ld., 101 St. Clair St,**

CLEVELAND, OHIO.

J. J. H. BROWN. EDWARD SMITH

*BROWN & CO.,*

**Ship Brokers and Agents.**

Special Attention given to Surveying, Appraising and Settling Marine Losses.

**Exchange Building, 202 Main-st., Buffalo, N. Y.**

*ALEX McDOUGALL,*

**VESSEL AGENT AND BROKER,**

**Duluth.**

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

**PALMER & BENHAM,**

**Vessel Owners & Agents,**

New Bank Building, corner of Superior and Bank Street. Cleveland, Ohio.

MOORE, BARTOW AND GILCHRIST,

**Ship Brokers and Agents,**

No. 101 St. Clair Street, Room 15.
CLEVELAND. - OHIO.

*JAMES T. ROSE,*

**Vessel Agent and Broker,**

Room 4, Exchange Building, Duluth, Minn.
I have an excellent gang of Trimmers this season, Captain Miller's old Crew.
Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.
CORRESPONDENCE SOLICITED.

**THOS. WILSON**

MANAGING OWNER

**Wilson's Transit Line.**

Gen. Forwarder. Freight and Vessel Agent.

CLEVELAND, O.

*JOHN P. DEVNEY,*

*Marine Collector.*

Collections Promptly Attended to.

ASHTABULA HARBOR, OHIO.

PROCTORS IN ADMIRALTY.

**Removal!**

William H. Condon,

MARINE LAWYER,

240 La Salle cor. Jackson st.

CHICAGO, ILL.

**ROBERT RAE,**

**Admiralty and Insurance Law Office,**

Room 37 Merchants' building, CHICAGO, ILL.

*WM. H. DeWITT,*

**Attorney and Proctor in Admiralty.**

**ROOM No. 6, BLACKSTONE BLOCK.**

**CLEVELAND, OHIO.**

*GEORGE E. HALLADAY.*

**Attorney and Proctor in Admiralty.**

Marine Business Promptly Attended To.

OFFICE 21 BUHL BLOCK, DETROIT, MICHIGAN.

CAPT. ALEX. McHARLAND.

*Iron Ore Trimmer and Contractor,*

ASHLAND, WIS.,

Has a large gang of men, and is in a position to give prompt attention to all orders intrusted to him.

SATISFACTION GUARANTEED IN EVERY RESPECT

*C. A. KING,*

**General Stevedoring. Discharging Loading and Ore Trimming Promptly Attended to. A Large Force of Men always on Hand. Information in regard to**

DEPTH OF WATER OF ALL DOCKS IN

ASHLAND HARBOR

gladly furnished. Quick dispatch guaranteed. Patronage Solicited.

C. A. KING, Ashland Wis.

**Grummond's Mackinac Line**

**Stmr. Flora,**
W. E. Comer, Master,
Leaves TOLEDO every Tuesday at 9 a. m., City time,

**Stmr. Atlantic,**
J. R. Jones, Master.
Leaves CLEVELA'D every Friday at 9 p. m., City time,

For Mackinac, St. Ignace, Chebovgan, Alpena, Oscoda and way ports. For Freight or Passage apply to
ANDERSON & BATES, Agents,
Dock Foot of Superior street, Cleveland, O.
S. B. GRUMMOND, Owner, Detroit, Mich.

**A. J. MORSE & SON.**

**140 CONGRESS ST. BOSTON.**

HULL'S

RUBBER STORE.

SPECIAL GRADES OF

**WATER AND STEAM HOSE**

**FOR MARINE USE.**

Steam Packing, Gaskets. Valves, etc., etc.

Rubber clothing, boots & shoes.

E. W. HULL,

**237 Superior-st, CLEVELAND, O**

Send for Price List.

**CANVAS OIL BAGS**
for use on board
Vessel and Steamer
to lessen the dangerous effects of heavy seas. Write for pamphlet.

M. H Dodge & Co., 24 Broadway, Cleveland, O

**GEORGE SAAL'S SON.**

**Copper-smithing of all Kinds.**

**VESSEL WORK A SPECIALTY.**

403 and 405 Detroit-st., corner Duane-st..
Telephone 1638. CLEVELAND, O.

MARTIN MULLEN, Agent,

DEALER IN

*Youghiogheny & Massillon Coal*

DOCKS AT GOVERNMENT PIER AND RIVER BED SLIP.

Office. 81 Perkins Building, East Side of Main Street Bridge, CLEVELAND, OHIO.

Telephone No. 2701.

BOATS COALED DAY OR NIGHT.

**Marine Glasses**
AND
**Barometers!**
Spring import just received at

**L. H. SOLOMONSON'S, Optician,**

*252 SUPERIOR ST., CLEVELAND, O.*

**DAVID BARNHISEL, Agent.**

DOMESTIC & STEAM COAL

Cleveland. Ohio

VESSELS SUPPLY STORE.

SPIEGLE BROS.

**MARINE SUPPLY STORE**

WHOLESALE AND RETAIL

Grocers. Bakers and Ship Supplies;

**Fresh & Salt Meat of all Kind.**

30 & 32 River-st., opposite Detroit Steamboat Landing, and 184 Broadway. Telephone 112,
CLEVELAND, OHIO.

**H. L. SHAW,**

EAST SAGINAW, - - - MICH.,

VESSEL BROKER, AGENT AND OWNER

Special attention given to charters for the LUMBER COAL AND STONE TRADE.

Vessel property and machinery bought, sold and exchanged. If you have anything to sell or want to buy write me; no commission unless sale is made.

MARINE COLLECTIONS PROMPTLY ATTENDED TO.

Tugs and Lighters always on hand. Correspondence solicted.

# S. B. GRUMMOND,

OWNER OF FIRST-CLASS

Tugs for Wrecking, Raft Towing, Etc.

ALSO, 16 STEAM PUMPS, ROTARY AND WORTHINGTON.

*Improved Horizontal Straight Base Hydraulic Jacks.*

Sub-marine Divers, Hawsers, Lighters, Etc.

WAREHOUSE AND OFFICE ON DOCK, BET. FIRST AND CASS STS,

OWNER OF TUGS 'Winslow,' "Leviathan,' 'M. Swain,' 'Champion,' 'Wm. A. Moore,' and 'Oswego. } **Detroit, Mich.**

☞OFFICE OPEN DAY AND NIGHT. SATISFACTION GUARANTEED.☜

BRANCH OFFICES at PORT HURON & CHEBOYGAN, MICH

WRECKING TUG

**LEVIATHAN, CAPT. M. SWAIN, STATIONED AT CHEBOYGAN**

**WILLIAMSON BROS.**

COR. RICHMOND AND YORK STS.,

PHILADELPHIA, PA.

Patent Frictional Geared Deck Hoister.

HOISTING ENGINES AND SHIP STEERING Engines; with either Frictional, Spur or Worm Gear of various patterns to suit all purposes.

**HOWARD H. BAKER & CO.,**

Ship Chandlers & Sail Makers.

WHOLESALE AND RETAIL DEALERS IN

Cordage, Wire Rope Blocks, Canvas, Anchors, Chains, Paints, Oils, Naval Stores, etc.

Cylinder, Lard, Signal and Lubricating Oils a Specialty.

AGENTS FOR THE

**American Ship Windlass Company for Lakes Erie and Ontario.**

IMPORTERS OF NAUTICAL INSTRUMENTS OF EVERY DESCRIPTION.

We carry a larger assortment of goods in our line than any other house in the trade and can not be undersold.

**Call at Our Mammoth Store and See for Yourselves.---18, 20, 22, 24 & 26 Terrace,**

**BUFFALO, NEW YORK.**

**The J. P. Donaldson Co.,**

**Ship Chandlers,**

SAIL MAKERS AND RIGGERS,

Manufacturers of OARS and OAR LOCKS, Dealers in

**Cotton Duck, Wire Rope,**

**Cordage, Etc.**

**22 and 24 Woodward Ave.,**

DETROIT, MICH.

GEO. C. FINNEY. JAS. CHANNON

**Finney AND Channon,**

**Ship Chandlers & Sail Makers,**

Manila, Hemp and Wire Rigging Blocks. Anchors, Chains, Paints. Oils, etc.

*Special Attention Given to Out-fits and Repairs.*

**270 and 272 South Water St.,**

CHICAGO, - - ILLINOIS.

J. W GROVER & SON,

**SHIP CHANDLERS**

SAIL MAKERS AND RIGGERS,

IMPORTERS AND WHOLESALE DEALERS IN

**Wire Rope, Manila and Tarred Cordage, Canvas, Blocks, Oakum, Tar, Pitch, Oars. Anchors, Chains, etc.**

117 & 119 RIVER ST., & 134 & 135 DOCK,
CLEVELAND, OHIO.

FOR SALE, the passenger steamer M. E. MINTER, 13 tons net, 60 feet long over all, 18½ feet beam, 4 feet depth of hold. Engine 10x12, Scotch type boiler 4½x8. She is fully equipped for the passenger business. Terms, $2,000. Address,
CAPTAIN RICHARD CONNELL,
Muskegon, Mich.

**Cleveland Block Co.,**

MANUFACTURERS OF

**Iron Tackle Blocks**

TAKING THE PLACE OF WOODEN BLOCKS FOR ALL PURPOSES.

159 River St., CLEVELAND, O.

ROPE NETTING

For Steamers and Steam Yachts a Specialty.

**E. A. EVANS, Rigger,**

**193 South St., New York.**

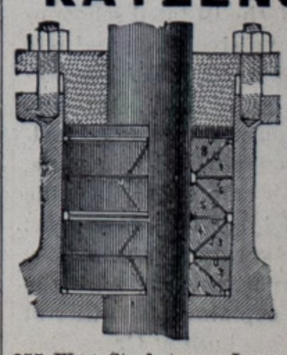
**WM. H. RADCLIFFE,**

**Shipbuilder and General Repairing.**

**OLD RIVER BED, Ft. OF TAYLOR St.,**

CLEVELAND, O.

**KATZENSTEIN'S**



SELF-ACTING METAL PACKING

**FOR PISTON RODS, VALVE STEMS, Etc.**

Adopted and in use by the principal Iron Works and Steamship Companies within the last eight years in this and Foreign countries. Also flexible tubular metallic packing for slip-joints on steam pipes and for hydraulic pressure. For full particulars and references address

L KATZENSTEIN & CO

357 West St., between Leroy and Clarkson-st, N. Y.

**CAPT. THOS. WILSON, who uses this packing on his Steamers, and THE MARINE RECORD are Agents for Cleveland and the Lakes.**

**McKINNON BROS.**

**Ashtabula Harbor, O.,**

**Machinists, Shipsmiths & Steamfitters;**

ALSO, DEALERS IN

Engineers' Supplies, Lubricating and Burning Oils.

**BUSINESS PROMPTLY ATTENDED TO.**

A. H. MILLS'

Harbor and River Tug Line

Detroit, Mich.

Office No. 8, Foot of Woodward Ave., on the Dock.

Telephone No. 508.

Tugs Shoo Fly, Dave & Mose, Challenge.

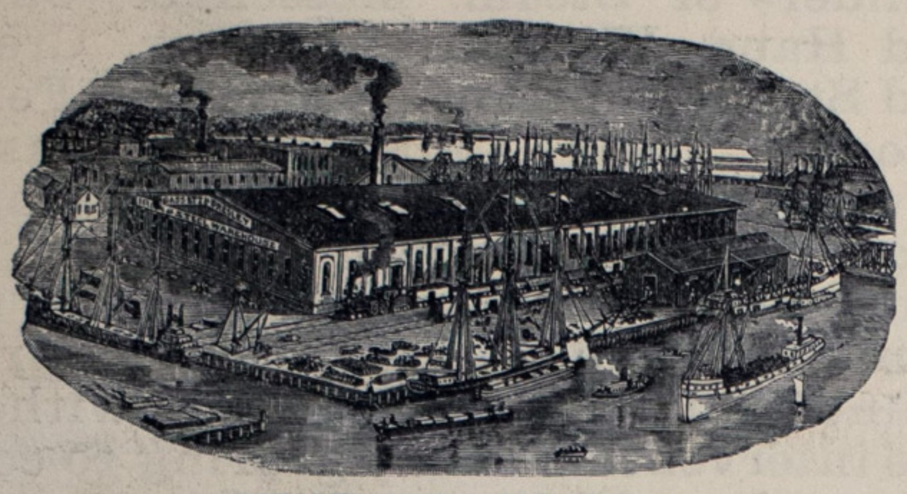
Steam Pumps and Divers on Shor

IRA B. BASSETT. GEORGE PRESLEY, Jr.

# BASSETT & PRESLEY,

[Successors to W. H. McCurdy & Co.]

**Office and Warehouse, cor. Elm & Hemlock Streets, Cleveland, O.**



WHOLESALE DEALERS IN

## Bar, Boiler, Hoop, Angle, and Sheet Iron.

**Nails, Railroad and Boat Spikes, Boiler, Tank and Cooper Rivets, Swedes Iron, Boiler Tubes, Nail Rods, Etc., Etc., Etc.**

We Represent in this Market the Following Well-known Manufacturers:

Andrews Bros. & Co.....Youngstown, O.
BAR IRON AND POLISHED SHAFTING.

Reading Iron Works.....Philadelphia, Pa.
BOILER TUBES.

Central Iron Works.....Harrisburg, Pa.
BOILER PLATES.

Lindsay & McCutcheon,.....Pittsburg, Pa,
HOOP, BAND & STAR HORSESHOE IRON.

George W. Johnson,.....Newcastle, Pa.
TANK SHEET IRON.

Dilworth, Porter & Co., Limited..Pittsburg, Pa.
RAILROAD AND BOAT SPIKE.

Hoopes & Townsend,.....Philadelphia, Pa.
BOILER AND TANK RIVETS.

Sanderson Bros. Steel Co,.....Syracuse, N. Y.
CAST STEEL.

Joseph Corns & Sons .....Massillon, O.
CROWN STAY BOLT IRON.

Pencoyd Iron Works,.....Philadelphia, Pa.
ANGLE IRON.

**A Complete Stock of all above Goods in Our Warehouse.**

# SAMUEL F. HODGE & CO.,

MANUFACTURERS OF

## MARINE,

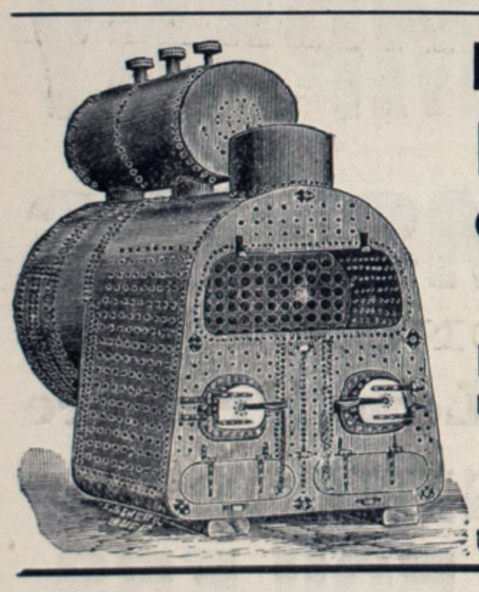
**Stationary & Portable Engines,**

**MINING MACHINERY AND**

## *PROPELLER WHEELS,*

Riverside Iron Works, 314 to 326 Atwater Street,

**DETROIT, MICH.**



## EAGLE BOILER WORKS,

## M. RITER, Prop'r,

**Cor. Indiana & Mary St.,**

**BUFFALO, N. Y.**

MANUFACTURER OF

**High and Low Pressure**

Marine, Stationary, Portable, Locomotive and Upright Boilers; also, Salt Pans, Smoke Pipes and Heavy and Light Plate Iron Work of all Descriptions.

REPAIRS PROMPTLY ATTENDED TO.

## O. & P. COAL CO. & THOS. AXWORTHY.

**FUEL DEPARTMENT.**

# ARTHUR & BOYLAN, AGT'S.

**Steamboats, Tugs, etc, Coaled Day and Night.**

**DEALERS IN LACKAWANNA ANTHRACITE COAL.**

Docks: Ft. West River St., Whisky Island, C. P. R'y. Slip, Government Pier

**OFFICE 130 RIVER-ST., CLEVELAND, OHIO.**

## BAGNALL & LOUD BLOCK CO.,

**BOSTON, MASS.**

The Largest and Most Reliable Manufacturers in the United States of

## TACKLE BLOCKS.

Their Specialties are: Self-Lubricating Metaline Blocks: Self-locking Link Snatch Blocks: Self-adjustable Five Roll Roller Bush Blocks; Loud's Patent Non-chokable Diaphragm Pumps will pump Sand, Gravel, etc., without injury to the Pump, having no plunger. Easiest Working Pump in the Market

**OUTFITS FOR VESSELS A SPECIALTY.**

We make the most durable grade of Blocks to be obtained in the market. Call for our SELF-ADJUSTABLE FIVE ROLL ROLLER BUSHED STAR BRAND BLOCKS AND DO AWAY WITH REPAIRS.

ST. MARY'S, OHIO. MONTPELIER, OHIO. } OAR MILLS. NEPTUNE ANCHOR WORKS

# DEGRAUW, AYMAR & CO.,

MANUFACTURERS AND IMPORTERS OF

## CORDAGE, OAKUM, WIRE ROPE,

CHAINS, ANCHORS, OARS, BLOCKS

COTTON AND FLAX DUCKS, FLAGS

BUNTINGS, RUSSIA BOLT ROPE,

MARINE HARDWARE AND SHIP-CHANDLERS' GOODS GENERALLY.

Nos. 34 AND 35 SOUTH STREET, NEW YORK.

# A PUZZLE.

**Which Man is the Tallest?**

If you measure carefully the figures in above Cut you will find the man who appears the shortest is in reality the tallest. If you will coal your boat at my dock, adjoining S. F. Hodge Iron Works, you will get better dispatch and better COAL than at any other place in the city.

# O. W. SHIPMAN,

OFFICE:

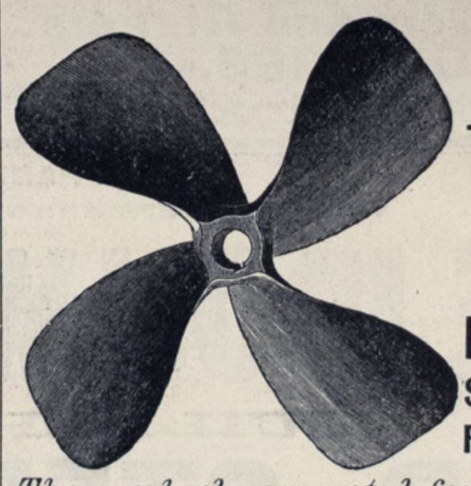
Cor. Griswold and Larned Sts.

## H. G. TROUT,

# KING IRON WORKS,

**BUFFALO, N. Y.,**

MANUFACTURER OF



Triple Expansion Marine Engines,
Three Cylinder and Fore and Aft and Steeple Compound Marine Engines,
High and Low Pressure Engines,
SECTIONAL PROPELLER WHEELS,
PROPELLER, TUG & YACHT WHEELS

*These wheels are noted for their extra speed and towing power, or aproportionate saving of coal.*

**PRICES QUOTED ON APPLICATION.**

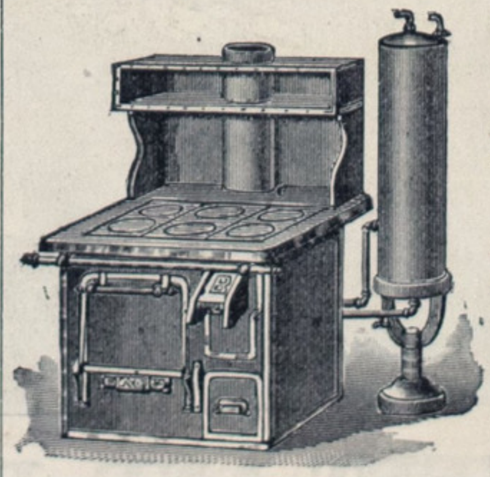
## F. & H. BORN,

MANUFACTURERS OF

# STEEL PLATE FRENCH RANGES

**For Steamboats and Vessels,**

**Hotels, Restaurants and Private Families.**



**The Best Material Used**

EVERY RANGE WARRANTED PERFFCT.

Adapted for Hard or Soft Coal, Coke or Wood.

**Broiler and High Hot Closet and Steam Table Attached.**

BORN'S STEEL PLATE FRENCH RANGES are now in use on many Vessels and Steamboats, the owners of which testify to their durability, economy of fuel, conveniance and elegance of finish.

F. & H. BORN,

128 Superior st., CLEVELAND, O.

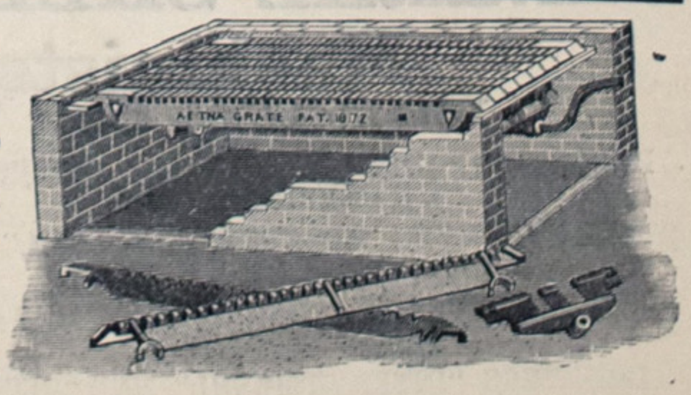
## THE ÆTNA GRATE.

## G. C. BARNES, Agt.

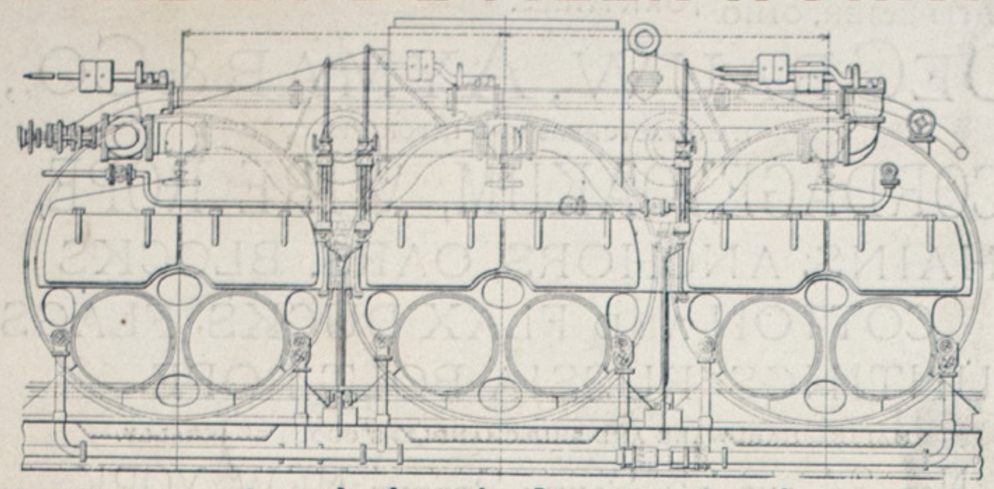
**This Improved Shaking Grate Especially Adapted to Burning Slack.**

Globe Iron Works, Manufac's.,

Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.



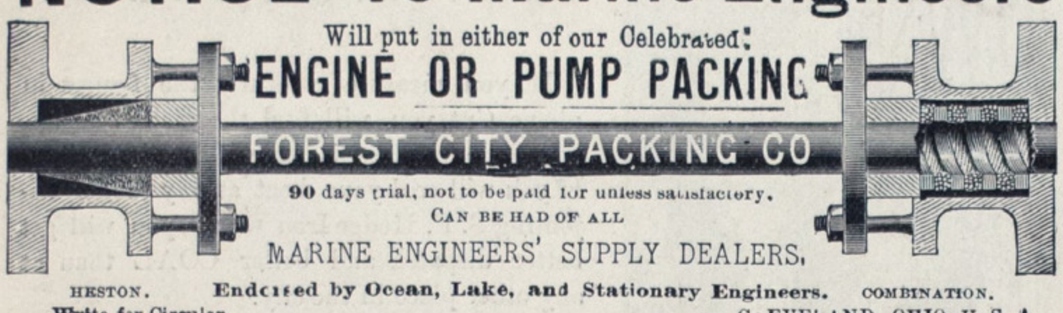
## LAKE ERIE BOILER WORKS.



The best equipped plant in America for the manufacture of Modern Marine Boilers

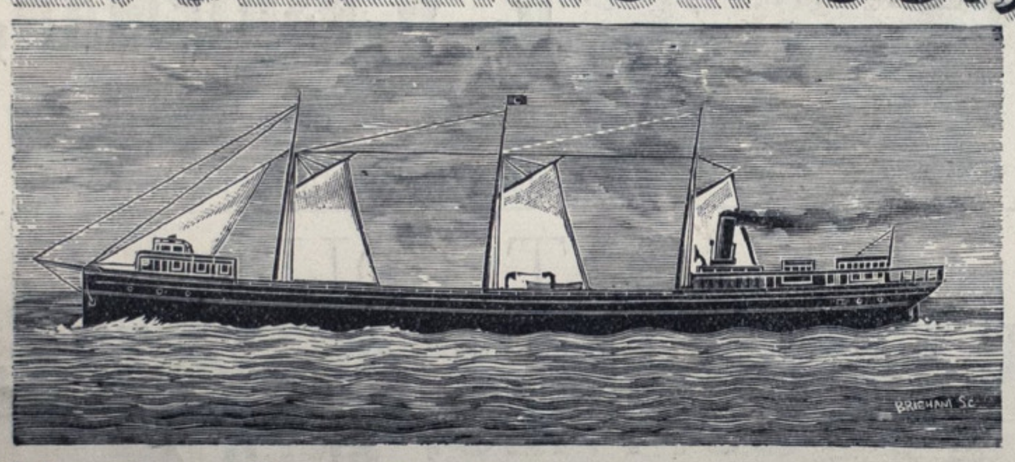
BUFFALO, NEW YORK

## NOTICE--To Marine Engineers


Will put in either of our Celebrated
ENGINE OR PUMP PACKING
FOREST CITY PACKING CO
90 days trial, not to be paid for unless satisfactory.
CAN BE HAD OF ALL
MARINE ENGINEERS' SUPPLY DEALERS.

HESTON. Endorsed by Ocean, Lake, and Stationary Engineers. COMBINATION.
Write for Circular. CLEVELAND, OHIO, U. S. A.

## H. CHANNON CO.,



Ship Chandlers, Sail Makers and Riggers.
STEAM-BOAT SUPPLIES.
22 to 26 Market-St., near Randolph-St., Chicago, Ill's.

Established in 1857.

## AMERICAN SHIP WINDLASS CO.,

Builders of Steam, Messenger Chain and Hand Windlasses, Power, Crank and Steam Capstans, Wharf and Ferry Drops. Their Capstan Windlasses have a Power Capstan with a single head which has power and speed arrangement entirely independent of the Windlass, and which makes a direct connection with the Windlass without the intervention of any gearing to complicate it and increase the friction.

In all their styles of Steam Windlasses they make a direct connection between the engines and the windlass without counter shafts or additional gearing. This saves friction and liability to break down, and conduces to durability and ease in operating. They also have a counterbalance for the engines and an automatic lubricator for worm and worm gear, and the engines are placed together in the most accessible position. The above improvements and others too numerous to mention, but which are familiar to Masters, Owners and Builders, are covered by Patents owned exclusively by this Company. For plans and information

Address,

FRANK S. MANTON, Agent. P. O. box 53, Providence, R. I.

H. M. HANNA, PRESIDENT. JOHN F. PANKHURST, VICE PRESIDENT AND GENERALMANAGER. LUTHER ALLEN, SECRETARY AND TREASURER

# THE GLOBE IRON WORKS COMPANY

BUILDERS OF

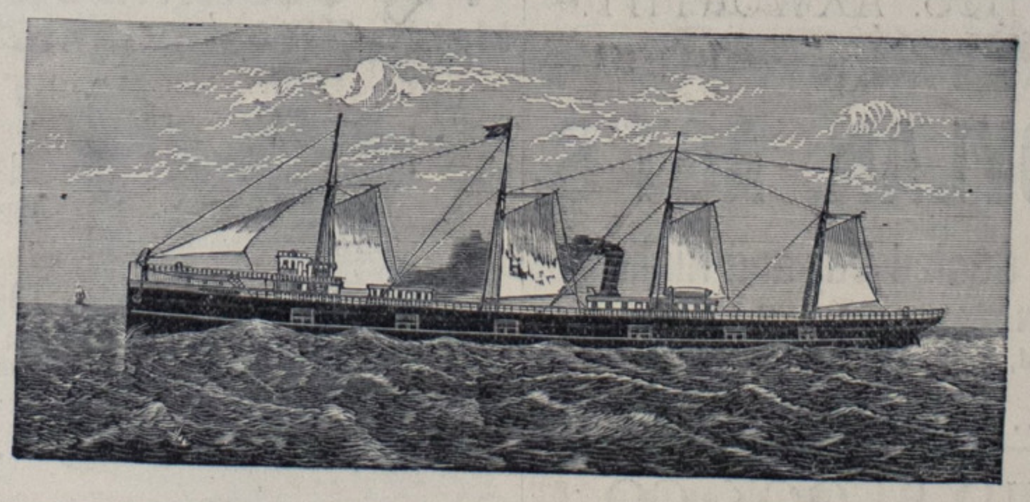
## IRON AND STEEL STEAMSHIPS

AND VESSELS OF ALL DIMENSIONS,

Triple Expansion, Compound, High Pressure and Low Pressure

## MARINE AND STATIONARY ENGINES,
## MARINE, STATIONARY & PORTABLE BOILERS.

Blast Furnace and Rolling Mill Machinery, Hoisting and Pumping Engines, Portable Hoisting Engines.



Steam Pumps, Steam and Hand Windlasses, Winches, and Marine Appliances of Every Description.

## GENERAL SHEET AND PLATE IRON WORKERS,
## Machinists, Boiler-Makers and Founders.

Builders of

IRON STEAMSHIPS "ONOKO," "WM. CHISHOLM," "J. H DEVEREUX," ETC.

STEEL STEAMERS "SPOKANE" "CAMBRIA," "CHAS. J. SHEFFIELD," "IRA H. OWEN."

PASSENGER STEAMER "DARIUS COLE" AND STEAM YACHT "TWILIGHT."

IRON TUGS "INTERNATIONAL" AND "RECORD."

OFFICE & WORKS, Spruce and Elm Streets.

IRON SHIP YARD, Old River Bed, foot of St. Paul St

CLEVELAND, OHIO.